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# REPORT OF EVIDENCE

TAKEN BEFORE A

## JOINT SPECIAL COMMITTEE

OF BOTH HOUSES OF THE CONFEDERATE CONGRESS,

TO INVESTIGATE THE AFFAIRS OF

## THE NAVY DEPARTMENT.

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P. KEAN, REPORTER.

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CONFEDERATE STATES OF AMERICA. CONGRESS. JOINT SPECIAL  
COMMITTEE TO INVESTIGATE THE NAVY DEPARTMENT.

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THE NATIONAL BUREAU OF HEALTH

WASHINGTON, D. C.

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# REPORT.

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On the 27th day of August, 1862, the House of Representatives of the Confederate States adopted the following joint resolution:

*“Resolved by the Congress of the Confederate States of America, That a Joint Select Committee of five on the part of the Senate, and five on the part of the House, be appointed to investigate the administration of the Navy Department, under its present head, with power to send for persons and papers, and to report the results of said investigation to the two Houses respectively.”*

The Speaker, under this resolution, appointed the following committee on the part of the House: MESSIS. FOOTE, BARKSDALE, LYONS, of Va., BOYCE and DUPRE.

On the 28th of August, the day after the adoption of this resolution by the House, the Senate concurred therein, and the President appointed the following committee on the part of that body: Messrs. CLAY, SEMMES, MAXWELL, PHELAN and HUNTER. Mr. HUNTER subsequently resigned, and Mr. PREYTON, of Missouri, was appointed in his stead. This resolution was offered by Mr. BARKSDALE in the House of Representatives, during the pendency of a resolution offered by Mr. FOOTE, declaring that the Navy Department, under its present head, had not the confidence of the country.

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SATURDAY, SEPT. 4, 1862.

The committee met in one of the rooms of the Navy Department, all the members of the committee being present, and Mr. CLAY in the chair.

Mr. LYONS offered the following resolution, which was adopted:

*Resolved*, That the chairmain be requested to communicate to the Secretary of the Navy, a copy of the resolution of the two Houses of Congress, and inform the Secretary of the Navy that the committee will receive from him any communication in writing which he may choose to make to it; and also to invite him to be present, if he pleases, while any witness is under examination.

Mr. BARKSDALE offered the following resolutions, which were adopted:

*Resolved*, That the following plan of investigation into the affairs of the Navy Department, be adopted:

1. Enquire the exact period of the organization of the Navy Department, and whether there were any vessels of war, or other prepared warlike materials in that branch of the service at its disposal.

2. What laws have been passed for the construction of a Navy, and when?

3. Who were sent as agents to the United States, or to foreign countries, for the purchase of vessels; what instructions were given them; what obstacles did they encounter, and what were the results of their respective missions.

4. What number of vessels have been purchased within the limits of the Confederacy, their cost, names, and where they have been employed?

5. What number have been built within the limits of the Confederacy; by whom; upon what conditions, and under whose immediate supervision were the appropriations therefor expended?

6. What were the floating defences of the city of New Orleans? Investigate the facts attending the building of the iron-clad Mississippi; whether due diligence was exercised in her construction, &c.? By whose order she was destroyed, and whether such a result could have been averted?

7. At what date were laws passed making appropriations for the defence of the Cumberland and Tennessee rivers, and what instructions were issued for carrying out this object, and to whom?

8. What laws have been passed for construction of gun-boats for coast defence; and under whose direction have the moneys appropriated for this object been expended?

9. What boats have been constructed at Memphis; by whom were contracts taken; and upon whose recommendation were those contracts, if any, made?

10. What contracts are now pending for the construction of vessels of war within the limits of the Confederacy and elsewhere.

Mr. DUPRE offered the following resolutions, which were adopted:

1. *Resolved*, That the Secretary of the Navy be requested to furnish the committee with all the reports made by him, at different times, to the Provisional Congress, together with all the documents attached thereto and making part thereof.

2. Also all and every recommendation made by him to the said Congress and the Permanent Congress, in relation to appropriations for the purpose of buying and building gun-boats, and to give additional efficiency to the Navy.

3. Also the amounts appropriated for the Navy by the Permanent and Provisional Congress, and the manner in which they were disposed of.

4. Also copies of all contracts made for the building of gun-boats at Memphis, New Orleans, Mobile, Savannah, Charleston, Norfolk, Richmond, Pensacola and the Tennessee river, and the Yazoo river, or elsewhere.

5. Also what materials were at Norfolk for building gun-boats at the time of the taking possession of the place by the Confederate States. When was the building of the Virginia begun?

6. Also (if within his knowledge) with whom the Messrs. Tift contracted for the iron work and iron plates necessary for the construction and completion of the Mississippi.

7. Also whether any orders were given, and at what time, to remove the Mississippi from New Orleans; and who removed or caused the Arkansas to be removed from Memphis?

8. Also what contracts have been made with the Messrs. Tift, or any one of them for the building of any other gun-boat either at New Orleans, or at any other place, and the copies of the contracts.

9. Also what orders were given to Captain Tatnall, as commander of the Virginia, after the evacuation of Norfolk was determined upon?

10. Also whether any enquiry has been instituted by his department to ascertain the cause of the failure of the Messrs. Tift to complete the Mississippi before the fall of New Orleans, together with copies of all correspondence between them and the department while the Mississippi was being built; and copies of all correspondence between the department and the contractor of the Arkansas, and the other boat unfinished at Memphis, and which was destroyed there.

11. Also the report of the engineers who superintended the putting in of the engine, before she left the Yazoo river, and by whose order the Arkansas was ordered from Vicksburg to Baton Rouge.

12. What orders, if any, were given to the commanders of the gun-boats in Lake Ponchartrain and Bayou St. John, before and after the fall of New Orleans; and the orders, if any, for the destruction of the gun-boats in the Yazoo river.

13. Whether any enquiry has been instituted by his department in regard to the destruction of the gun-boats in Lake Ponchartrain and Bayou St. John and Yazoo river.

14. What contracts, if any, were made in New Orleans, and with whom, for ordnance supplies and stores; when made; and whether any supplies and stores purchased in that city were returned? At what time, and by whose order?

15. Also what caused the necessity for the destruction of the Louisiana? Was it a defect in the machinery; and if so, in what that defect consisted?

16. By whose order the Navy Yard at Norfolk was destroyed, and why?

The Committee adjourned to meet again on Monday at 9 o'clock.

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### MONDAY, SEPT. 8, 1862.

The Committee met at 9 o'clock. Present—Messrs. CLAY, (Chairman,) SEMMES, BARKSDALE, DUPRE, PHELAN, MAXWELL, LYONS, BOYCE and FOOTE.

The Chair laid before the Committee the following communication from the Secretary of the Navy:

C. S. NAVY DEPARTMENT,  
Richmond, Sept. 5, 1862. }

HON. C. C. CLAY, JR., *Chairman, &c.*

SIR: In response to the fourth resolution, adopted by your Committee, I have the honor to submit herewith the original contracts made for the construction of vessels at New Orleans.

Contract with E. C. Murray, for the construction of the Louisiana.

Two accepted offers of Jno. Hughes & Co., for the construction of the Livingston and Bienville.

The contract with John Hughes & Co., for the construction of an iron-clad vessel.

In response to the sixth resolution, I submit the report of Messrs. N. & A. F. Tift, which will exhibit the contracts made by them for the iron work and iron plates for the Mississippi.

In response to the seventh resolution, I submit herewith copy of a telegram, dated the 24th of April, 1862, to the commanding officer at New Orleans.

In response to the tenth resolution, I respectfully state that the Department called upon Messrs. Tift for a report, which is herewith submitted, together with the instructions of the Department to them for the construction of the Mississippi, and the correspondence of the Department with those gentlemen during her construction.

In response to the twelfth resolution, I respectfully state that the vessels on Lake Ponchartrain and Bayou St. John were under the immediate orders of the commanding officer of the station, Captain Whittle, and their commanding officers received instructions for their general operations from him.

In response to the thirteenth resolution, I respectfully state that the destruction of the gun-boats on Lake Ponchartrain and Bayou St. John has been thoroughly investigated by a court of inquiry; which court approved of their destruction. The record of the court will be placed before you as soon as it is received from Jackson, Mississippi, where it has been sent, to be used before a court-martial. The Department dissented from the finding of the court, and tried the senior officer by court-martial, at Jackson, Mississippi, the record of which has not yet been received.

In response to the fourteenth resolution, I respectfully state that no contracts for ordnance stores were made by the Department directly. The duty of purchasing, manufacturing and preparing ordnance stores at New Orleans, was committed to the commanding officers of the station; they had necessarily to be gathered from many different sources, and carefully prepared under the direction of our own officers.

Upon this subject Commander Minor, who had charge of the duties of ordnance of the Department, Captains Rousseau and Hollins, and Commander Mitchell, who commanded at different times at New Orleans, and Lieutenant R. D. Minor, who was sent there by the Department to report upon ordnance, will furnish the information desired.

The establishment of a laboratory, the preparation of shells, shrapnel, cylinders, fuses, primers, all pyrotechny, and the fitting and equipment of guns generally, were undertaken at New Orleans, and of this the officers above named are cognizant.

In response to the fifteenth resolution, I submit herewith the report of Commander Mitchell, which has just been received, since his release as a prisoner of war, and the letter of Mr. E. C. Murray, contractor for the construction of the ship, which will furnish all the information in the possession of the Department. Mr. Murray will be summoned to appear before you.

I am respectfully, your obedient serv't,

S. R. MALLORY,  
*Secretary of the Navy.*

The following papers transmitted by the Secretary of the Navy in response to the resolutions of the Committee adopted on yesterday, were read by the Chair :

1. A contract with E. C. Murray to build ship Louisiana for \$196,000, to be constructed by the 25th of January, 1862. This contract is dated September 18th, 1861.

2. Instructions of Secretary of the Navy to Commander John R. Mitchell, at New Orleans, dated March 14th, 1862, endorsed "Instructions to Naval Commander ashore and afloat at New Orleans."

3. Telegram from Commander Mitchell, to Secretary of the Navy, dated 13th March, 1862.

4. Telegram March 20th, 1862.

5. Letter March 20th, 1862.

6. Telegram of the Secretary of the Navy, to Commander W. C. Whittle, New Orleans, April 5th, 1862.

7. Letter of the Secretary, to Commander Whittle, April 5th, 1862.

8. Letter of the Secretary, to Commander Whittle, April 10th, 1862.

9. Telegram from the Secretary, to Commodore G. N. Hollins at Fort Pillow, April 10th, 1862.

10. Telegram from the Secretary, to Commander Whittle at New Orleans, April 10th, 1862.

11. Telegram from the Secretary, to Commander Whittle at New Orleans, April 11th, 1862.

12. Telegram from the Secretary, to Commodore G. N. Hollins, dated April 11th, 1862—care of Commander Whittle.

13. Telegram from the Secretary, to Commander Whittle, New Orleans, April 11th, 1862.

14. Letter from the Secretary, to Commander Whittle, New Orleans, April 11th, 1862.

15. Telegram from the Secretary, to Commander Whittle, April 16th, 1862.

16. Telegram from the Secretary, to Commander Whittle, April 16th, 1862.

17. Telegram from the Secretary, to Commander Whittle, April 17th, 1862.

18. Telegram from the Secretary, to Commander Whittle, April 17th, 1862.

19. Telegram from the Secretary, to Commander Whittle, April 22nd, 1862. This related to guns for the Mississippi.

20. Telegram from the Secretary, to Commander Whittle, April 23rd, 1862.

21. Telegram from the Secretary, to Commander Whittle, April 24th, 1862.

22. Telegram from the Secretary, to Commander Whittle, Jackson, Mississippi, April 29th, 1862.

23. Letter from the Secretary, to E. C. Murday, 22nd March, 1862.

24. Report of Commander Mitchell, August 9th, 1862.

The Committee then adjourned until to-morrow at 9 o'clock.

TUESDAY, SEPT. 9, 1862.

The Committee met at 9 o'clock. Present—the Chairman, (Mr. CLAY,) MESSRS. SEMMES, MAXWELL, PHELAN, LYONS, FOOTE, BARKSDALE and DUPRE.

At the suggestion of Mr LYONS, it was

Ordered, That the terms of a contract entered into by the Committee with P. KEAN, Stenographer, to report the proceedings of the Committee, be entered upon the record.

These terms are, that the said P. KEAN, receive for his services each day that testimony is taken, \$20, and \$5 for each day that only the bare minutes of the proceedings are kept.

On motion of Mr. SEMMES, it was agreed that Capt. Wm. C. Whittle be first called and examined.

Capt. W. C. Whittle was accordingly called, and duly sworn.

Mr. SEMMES. When were you assigned to the command at New Orleans?

Capt. WHITTLE. I can't tell exactly. It can be ascertained by reference to the office near by. It was some time in the month of March, 1862. I had intended to prepare myself for that question by bringing my papers with me; but overlooked it. The information desired can, however, be obtained in the Department.

Mr. SEMMES. The date is of some consequence, and it would be well we should have it.

Capt. WHITTLE. Well, it can be ascertained in a moment.

Mr. FOOTE. I move the Captain be permitted to examine the files in the Department from which this information can be obtained.

The files were accordingly examined, when it appeared that the date of the Captain's assumption of the command was March 29th, 1862.

Mr. SEMMES. What were the duties assigned to you?

Capt. WHITTLE. I commanded the Naval Station at New Orleans. I will here explain to the Committee, what perhaps not being acquainted with professional matters appertaining to the Navy Department, they may not understand without explanation. As we of the Navy understand it, the command of a station does not involve the command of any thing afloat that does not appertain to repairs. Where an officer is in command of a station, he commands nothing more.

Mr. SEMMES. What officer did you find in command of the station when you went there?

Capt. WHITTLE. Commander J. R. Mitchell was temporary in charge, and was ordered to transfer the command to me.

Mr. SEMMES. To what duty was he assigned after you took command?

Capt. WHITTLE. He was assigned to the office of executive officer to me until other duties were assigned to him by me.

Mr. SEMMES. Will you state what was the condition of things in regard to the Naval affairs at New Orleans when you took command of the Naval Station at that place?

Capt. WHITTLE. It would be hard to tell that. Every thing was progressing as well as might be expected. We labored under great embarrassment, owing to the difficulty of procuring labor and other

necessary requirements which, in the practice of our profession, we had no difficulty in procuring heretofore. The progress of things there however, was as favorable as could, under the circumstances, be expected.

Mr. SEMMES. Had you any charge or control over the Mississippi or Louisiana?

Capt. WHITTLE. In regard to the Mississippi, it was distinctly understood by me that I had no control except so far as to assist in any way I could in the progress of the work on her. But I exercised no control over the building of her. I would say here that a question arose in New Orleans between a committee called the "committee of safety," and the builders of that vessel—the Messrs. Tift—as to the propriety of launching her—the committee requiring that she should be launched, and the Messrs. Tift being opposed to it. The matter was referred to me by the committee, but under an impression which I then entertained, and now entertain, that I had no jurisdiction in the matter, I declined to interfere.

Mr. SEMMES. And the Messrs. Tift refused to launch her.

Capt. WHITTLE: Yes, sir.

Mr. SEMMES. And you declined to interfere.

Capt. WHITTLE. Yes, sir, for the reason I have just stated.

Mr. SEMMES. Can you state the time when the committee called upon you to interfere?

Capt. WHITTLE. Not exactly. Perhaps if I had my papers here, I could.

Mr. SEMMES. Perhaps I could assist you in determining the date. Were the enemy at that time attacking Fort Jackson and Fort St. Phillip.

Capt. WHITTLE. I don't believe they were.

Mr. SEMMES. Have you your papers with you?

Capt. WHITTLE. No, sir. They are now in the country, and cannot well conveniently get them. I will hereafter furnish the Committee with a copy of the letter of the Committee of Safety to me, and of my reply.

Mr. BARKSDALE had previously suggested the following question, and it was again put by Mr. SEMMES. Was it proper to launch the vessel when the committee of safety called upon the Messrs. Tift to do so?

Capt. WHITTLE.—A good deal of local knowledge, such as I must say I do not possess, would be necessary, in order to enable one to form an opinion. I would say, in regard to forwarding the work of the vessel, that it is decidedly my opinion that the work upon her would not be forwarded by launching her. This opinion would be based on the presumption that she was safe where she was, and that the ground under her was good. In declining to interfere, however, I was governed by no other consideration than that the whole matter was left with the builders, and not with me. I felt that I was acting properly in declining to interfere, having seen the contract between the Navy Department and the Messrs. Tift.

Mr. SEMMES. Then I understand you to say that your personal opinion would be based upon a knowledge of local circumstances appertaining to the character of the ground and the condition of the water.

Capt. WHITTLE. Exactly, and that I think was the ground taken by the committee. They took two grounds—first, the probability of the sinking of the earth; and, secondly, that her completion would be forwarded by her being launched.

Mr. SEMMES. What was the condition of the river at that time?

Capt. WHITTLE. It was rather high.

Mr. SEMMES. How long do you think it was, after the committee insisted upon her being launched, that she was actually launched?

Capt. WHITTLE. I cannot tell that distinctly. It was not very long. I will state that the time when, in my judgment, it was proper the vessel should be in the water, was dictated more by the operations of the enemy below, than any local considerations. When I subsequently addressed a note to the Messrs. Tift, stating that in my opinion that vessel should be put into the water, they proceeded at once to launch her.

Mr. SEMMES. Did not Captain Mitchell concur with you in that opinion?

Capt. WHITTLE. I don't know that.

Mr. SEMMES. I will state that the Messrs. Tift wrote a letter to the Department, stating that after a conference with you and Captain Mitchell, they decided to launch the vessel.

Capt. WHITTLE. I do not know what might be regarded as a conference; but I do know that I addressed a letter to the Messrs. Tift on the subject, and that immediately upon its receipt, they proceeded to launch the vessel. Captain Mitchell and myself might have had a conference upon the subject some time afterwards. I was of opinion, however, that the Messrs. Tift were influenced in the course they took, by the letter which I addressed to them.

Mr. SEMMES. When she was actually launched, were not the enemy attacking the forts below?

Capt. WHITTLE. I am not positive of that. They were either attacking them, or the attack was momentarily expected.

Mr. SEMMES. It was that motive that induced you to write the letter to the Messrs. Tift, which you did write.

Capt. WHITTLE. Entirely.

Mr. SEMMES. What was your object in ordering the vessel to be launched?

Capt. WHITTLE. My object was, in case of misfortune below, to get her up the river, or destroy her on the water, so as to avoid damage on land from the fire.

Mr. SEMMES. Did you take any control of the Mississippi from the time she was launched, up to the time of her destruction?

Capt. W. I took no control of her from the time she was launched until the enemy got as far as the quarantine. I received a telegraphic despatch from the operator at the Quarantine Station, at about forty minutes past five on the morning of the 24th of April, informing me that some of the enemy's vessels had passed up there, and then, and not before, I assumed control of the Mississippi.

Mr. SEMMES. Had you received any order from the Navy Department, prior to the 24th of April, as to what you should do with the vessel in case the enemy passed the forts?

Capt. W. None; decidedly not.



Mr. SEMMES. Did you receive any on that day?

Capt. W. None, whatever, that I am aware of. I am certain I received none.

Mr. SEMMES. Did you telegraph to the Department on that day the news of the passage of Quarantine Station by the enemy's vessels?

Capt. W. I don't know that I did; but I think it extremely probable that I did so.

Mr. SEMMES. To refresh your memory, I would state that there is a despatch on file here, addressed by the Navy Department to you, on the 24th of April, instructing you to take the vessel up the river. I would like to know when you received that despatch?

Capt. W. I will remark that I have preserved copies of the several papers addressed by the Navy Department to me. They are boxed up carefully, and some of them are now here. More of them are on the way here.

Mr. SEMMES here read a copy of the despatch just referred to, instructing Captain Whittle to send the Mississippi up the river, to prevent her falling into the hands of the enemy.

Capt. W. I never received that despatch. I would say that were you in my position, common sense would have dictated to you what was necessary to be done under the circumstances. Indeed, I could not have received that despatch in sufficient time on that day to have acted upon it; and it therefore could not have controlled my action.

The CHAIRMAN, (Mr. Clay.) What time does it take to receive a telegraphic despatch from here?

Capt. W. I do not know that it was impossible for me to have received that despatch as early as 40 minutes past 5 in the morning.

Mr. SEMMES. When you heard of the enemy's passing the quarantine ground, you took charge of the vessel you say.

Capt. W. Yes, sir.

Mr. SEMMES. What did you do then?

Capt. W. I sent for Capt. Sinclair, who was ordered to take command of the vessel by the Navy Department, and ordered him to use every exertion in his power to get her up the river, and failing to do so, to destroy her, so as to prevent her falling into the hands of the enemy. This I did on my own account altogether, and without regard to telegraphs from here or anywhere else. I will say that I took no immediate interest in the matter, having entrusted the management of the whole affair to a reliable officer.

Mr. SEMMES. When you gave the order, what was the condition of things in New Orleans?

Capt. W. There was great excitement prevailing. I had an interview with the Governor of Louisiana, who was occupying a room in the same hotel with me. The moment I received the despatch from the operator at Quarantine Station, I sent a messenger with it to the Governor's room, with a request that it be returned after it was read. After reading it, he sent me word that he would see me as soon as possible. I must say that I did not fail to anticipate the possibility of the enemy's passing the forts, and I therefore took the precaution of preparing a steamer to take away every thing in my own department, should that contingency occur. I stated to the Sub-Treasurer that I intended, in the contingency of the enemy's passing the forts, to provide for removing the treasure.

Mr. SEMMES. When did you commence making engagements for the vessel for this purpose?

Capt. W. It was no engagement. The vessel belonged to the Confederacy.

Mr. SEMMES. The vessel was the St. Phillip, formerly the Star of the West, was she not?

Capt. W. Yes, sir. I had a conversation with the Sub-Treasurer, who called upon me some time before the passage of the forts by the enemy, and I stated to him my intention to provide for the removal of the public property under my charge, in the contingency to which I have just referred, and offered to remove the treasure.

Mr. SEMMES. How long before the passage of the forts by the enemy, did that interview take place?

Capt. W. I don't exactly know.

Mr. SEMMES. Was it three days?

Capt. W. I cannot say.

Mr. SEMMES. Was it four days?

Capt. W. I cannot exactly say.

Mr. SEMMES. Was it a week?

Capt. W. I cannot say; but would suppose it was about three days.

Mr. SEMMES. Did the Sub-Treasurer call on you, or you on the Sub-Treasurer?

Capt. W. He called upon me, and conversed with me about the safety of the public treasure. He availed himself of the offer I made him, and sent the treasure by the St. Phillip.

Mr. BOYCE. Was it not to be expected that the enemy would have accomplished what they did do. I mean, have passed the batteries below the city.

Capt. W. My opinion is, that war steamers can pass land batteries at any time. This has been our experience in the Revolutionary war, and it is the opinion of General Lee, as expressed in his memoirs of the Southern campaign.

Mr. SEMMES. That is the general opinion.

Capt. W. Yes, sir; and it is an opinion very well founded.

Mr. SEMMES. When the Sub-Treasurer called upon you to express his apprehensions of the safety of the public treasure, did you make any preparations then to remove the Mississippi?

Capt. W. Oh, no sir. I am not certain that the Mississippi was launched at that time.

Mr. SEMMES. Do you recollect whether the Sub-Treasurer called upon you, after or before the enemy attacked the forts?

Capt. W. I think it must have been in the early stage of the attack. I am not sure of that however. I can only give my general knowledge in respect to dates, without referring to documents.

Mr. SEMMES. When you gave the order to Commander Sinclair, did he state that there was any difficulty in accomplishing that order?

Capt. W. I don't think he did; but there was great difficulty I found after:

Mr. SEMMES. Were there not a great many steamers lying in the river at the time?

Capt. W. There were, sir.

Mr. SEMMES. When did you leave the city?

Capt. W. On the morning of the 25th of April.

Mr. SEMMES. What time of the day?

Capt. W. Between midnight and daylight.

Mr. SEMMES. The enemy arrived in front of the city about breakfast time.

Capt. W. I think so. I was not there at the time. I detained the St. Phillip up to the last moment, so as to get as much on board her as possible. I left the day after she left.

Mr. DUPRE. Under the powers which appertain to you as Commandant of the New Orleans Station, if this boat had been built under a contract to A. or B., would you have any control over her?

Capt. W. I think I would if she had been built in one of the Navy Yards by Naval contractors. I do not, however, think I would have any control over her when built by special contract, as in this instance.

Mr. DUPRE. If you had the general control that belongs to you as Naval Commandant, the vessel being built under any ordinary contract, would you have waited until the morning of the 24th to remove that vessel, with your opinion about the capacity of war steamers to pass forts?

Capt. W. In regard to that matter, you must remember that, in my opinion, we were in danger from above, as well as below; and the question in my mind was, whether we were not more in danger from above than below. Military men were publishing despatches, some of which appeared in the papers, that we were safe from below, and it was a question with me whether the vessel was not more in danger from above, than below; and in this dilemma, I did not know in the name of God what to do with her.

Mr. FOOTE. You entertained the opinion at that time firmly and unchanged, that the gun-boats of the enemy could pass the forts.

Capt. W. Yes. Could pass forts as a general thing.

Mr. FOOTE. Did you entertain that opinion in regard to these particular forts?

Capt. W. My opinion was that they could pass these forts.

Mr. FOOTE. Having that opinion still fixed in your mind—that boats of that description could pass any battery, would you, if you had control of this steamer, keep her so long unlaunched?

Capt. W. If I should have hesitated to do so, it would have been owing to this great consideration entirely. The great object was to get that vessel ready with as much despatch as possible. The accomplishment of this desirable end would have been materially delayed by taking her from New Orleans, and I therefore deemed it wise to keep her there until there was an actual necessity for removing her.

Mr. FOOTE. I will put the question in another, and perhaps a plainer form. Entertaining the opinion that gun-boats could pass a battery, if you had control of the vessel, would you not in season have launched her and carried her to some part of the river, to have her finished in preference to leaving her there until it was too late to save her?

Capt. W. If I had known any place where to have carried her, I would.

The CHAIRMAN. Were there any obstructions in the river below the forts?

Capt. W. There were, but what the exact character of them was, I could not say.

The CHAIRMAN. You say you always believed, since you have been informed of the capacity of war vessels, that they could pass batteries, and were therefore apprehensive that the gun-boats of the enemy could pass the lower batteries; but you were also, you say, informed that boats had passed the batteries above, and were therefore doubtful whether the vessel would be safer going up than by remaining as she was; and in this state of things you knew no place of safety to which you could take her, because you ran an equal hazard ascending as well as descending. Do I understand you correctly?

Capt. W. Yes, sir. I was doubtful where the danger lay, and I pursued what seemed to me to be the only course left to me.

Mr. SEMMES. Now about the Louisiana.

Capt. W. I will state in reference to her, that I received an order from the Navy Department to send her up the river. I forget the date of the order.

Mr. DUPRE. The 16th of April.

Capt. W. It becoming known to the commanding general there that I received a telegraphic despatch to that effect, General Lovell, as I understand, and Governor Moore, of Louisiana, telegraphed to the President, requesting that vessel to be sent below. Soon after, I received an order by telegraph to this effect—that I was to consult with General Lovell and Governor Moore, and after consultation with them, that I was to decide upon my own responsibility, whether she should go up or down.

[Mr. SEMMES here read the telegraph referred to, which accorded substantially with the statement of Captain W.]

Capt. W. resuming. I decided to send her down to the fort, and for the reason that the danger seemed to be pressing there more than above.

Mr. SEMMES. Do you recollect this despatch?

“Is the boom or raft below the forts in order to resist the enemy, or is any part of it given way?”

Did you answer that?

Capt. W. I presume I did.

Mr. SEMMES. Had you ever been on the New Orleans station before?

Capt. W. Never, sir. It was entirely new ground to me.

Mr. SEMMES. You know nothing, then, of the locality of the country.

Capt. W. Nothing at all.

Mr. SEMMES. Have you ever been in the Mississippi river before?

Capt. W. I was up to Columbus, where I was for a time in command in co-operation with General Polk.

Mr. SEMMES. Then you know nothing at all of the river?

Capt. W. Very little.

Mr. SEMMES. How many vessels went with you up the river on the morning of the 25th?

Capt. W. None that I had any control of. The St. Phillip went up the day before me, and I went in a little vessel called the Ivy—that I think was her name.

Mr. SEMMES. As you were going up the river, were there any vessels burning I mean by the wharf?

Capt. W. Yes, sir; before I left there, they set fire to a very large vessel, and a quantity of cotton.

Mr. SEMMES. Were there any steamers on fire?

Capt. W. I don't know. I presume so, as there was a large conflagration.

Mr. SEMMES. Did you ever make any inquiry as to whether there were steamers enough there to take off the Mississippi?

Capt. W. I am satisfied there were enough there for that purpose, if they could be commanded. I am convinced of this now as I was then, for this reason: that on the morning of the 24th of April, in a conversation with Governor Moore, of Louisiana, at the St. Charles Hotel, I suggested to him the propriety of filling the steamers with armed men, who would board the enemy's vessels as they passed up from quarantine. I remarked to him that he had the power over these steamers, and that he could supply the men, while I agreed to furnish the officers.

Mr. LYONS. What was the reply?

Capt. W. He made no response, sir.

Mr. SEMMES. Don't you recollect that there was an advertisement calling for 1,000 men to do that?

Capt. W. When, sir?

Mr. SEMMES. On the morning of the 25th.

Capt. W. I could not have read the newspapers, as I was not there that day.

Mr. BARKSDALE. Was it not legitimate to press them into the service of the Confederate States?

Capt. W. Where were the men to come from, unless supplied by the Governor. I could do nothing more than propose to the Governor to supply the men, and I furnish the officers.

Mr. SEMMES. Why did you not make this proposition to Governor Lovell?

Capt. W. He was down below, and I thought the Governor of the State was the proper person to take the matter in hand.

Mr. SEMMES. You said that when you took command of the yard, in March, you found things in confusion.

Capt. W. Not as much as they were before, as I understand.

Mr. SEMMES. Who did you supercede?

Capt. W. Commander Mitchell.

Mr. SEMMES. Do you know whom he superceded?

Capt. W. Commodore Hollins had, as I understand, the command afloat and the command ashore. The command was divided, and he was assigned to the command afloat.

Mr. SEMMES. Did you, from time to time, visit the Mississippi while in course of construction?

Capt. W. Generally, I did—not very often, however.

Mr. SEMMES. Now we come to the Louisiana.

Mr. BARKSDALE. Do you recollect the time when the Mississippi was launched?

Capt. W. Not exactly—that can be easily ascertained.

Mr. BARKSDALE. Your opinion is, that in view of the danger of a descent of the enemy from above, it would not have been advisable to have launched the Mississippi and sent her up earlier?

Capt. W. That idea did not occur to me. I have said that I had no control over the Mississippi. It did not occur to me to send her up

with reference to the danger below. There was danger all round. I said, in a conversation with General Lovell, you seem to be apprehensive of danger from below—don't you apprehend danger from above? I supposed then that if I was in Commodore Foote's place, I would ignore Memphis, and come down the river at once. With this idea, I had naturally concluded that there was danger alike from above and below, and hence, as I have already said, I regarded the policy pursued as the only safe one for us.

Mr. BARKSDALE. Then you think that the course pursued in reference to the Mississippi, was the most advisable one.

Capt. W. Undoubtedly I do.

Mr. BARKSDALE. If she was removed up the river, was there a place of security to be found where she could have been completed?

Capt. W. Probably, if she had been sent to Vicksburg, some security might have been afforded to her; but then such a course would have delayed her completion for months. I think she could not at best have been completed in less than six weeks from the day she was launched. Her removal to the point indicated, would, necessarily, have delayed her completion for a longer time.

Mr. BARKSDALE. I understood you to say, that you gave instructions for her to be taken up the river to be saved, if possible, and only to be destroyed when that hope failed.

Capt. W. That was my order.

Mr. SEMMES. Did you know there was any such place as the Yazoo river?

Capt. W. Yes, sir.

Mr. SEMMES. Did you know that this vessel could have been carried up there?

Capt. W. I don't know; but I was of opinion that it would have required an immense force of steamers to tow her up against the strong current of that river, independent of the great delay which it would involve.

Mr. SEMMES. About the armament of the Mississippi, when she was burned, what armament did she have?

Capt. W. That I cannot tell. You will get all information on that head from Commander Sinclair.

Mr. SEMMES. In regard to the Louisiana, she left the wharf on the 20th. What was her condition at the time she started to go down the river?

Capt. W. She was unfinished. She had some of her guns on board; but as Commander Mitchell attended to her, I apprehend he will furnish all necessary information concerning her.

Mr. SEMMES. Did you go to see her while she was being built?

Capt. W. Frequently.

Mr. SEMMES. Were the contractors pushing the work upon her vigorously?

Capt. W. I believe so. Capt. McIntosh who commanded her, and who was killed in the conflict which she had with the enemy's gunboats, superintended the construction of her, in a great measure, and he was a very laborious man.

Mr. SEMMES. Did he make any complaint to you concerning the progress of the work upon her?

Capt. W. No, sir! I don't remember.

Mr. SEMMES. Did her armament arrive in time?

Capt. W. The greater part of it was on board when she started down the river.

Mr. MAXWELL. Was there any interference on the part of the military there with her armament?

Capt. W. No, Sir. I would not have permitted it if any was attempted.

Mr. SEMMES. Were not the citizens of New Orleans very anxious about the completion of the Louisiana?

Capt. W. They seemed to be more anxious about the Mississippi.

Mr. SEMMES, Did the "committee of safety" take any steps in regard to the Louisiana.

Capt. W. The committee offered their services in any way that was necessary, and I should have called upon them if occasion required. I recollect expressing my thanks to one of the gentlemen for the kind offer tendered by the committee, and took occasion to state that I would call upon them if I required their services.

Mr. SEMMES. Was the character of the offer to furnish money, or what?

Capt. W. It was to furnish any thing that was necessary, as I understand.

Mr. SEMMES. Did you call upon any of them?

Capt. W. Well, I do not recollect. I had really so much to do at the time, and was so overwhelmed with business of the most vital importance as to render it difficult for me now to recollect every incident connected with that disaster. I have no doubt, however, that any thing that was required from the committee of safety was readily furnished.

Mr. DUPRE. Do you know that the workmen upon the Louisiana and Mississippi ceased to work at any time, because there was no money to pay them?

Capt. W. That might have been the case before I went to New Orleans. I don't know whether or not it was the case; but I heard so. After I went there, there was an ample supply of funds.

Mr. LYONS. Are you aware of any defect or omission, or neglect of means on the part of the government, which were necessary to the finishing in proper time of the Louisiana and Mississippi?

Capt. W. I am not aware of any. If there was any defect of that kind, I think it must have existed before I went to New Orleans—surely not afterwards.

Mr. LYONS. Are you aware of any such neglect or omission on the part of the Naval constructors of the Louisiana and Mississippi after you went there?

Capt. W. The state of things was this. I was in command on the upper Mississippi when orders were issued appointing me to the command at New Orleans. That was the first order. Some how or other that order did not get to me. I came to Richmond, and the order was renewed, and under that, I went to New Orleans as soon as I could get there, which was not many days after.

Mr. LYONS. Will you state whether it would have been practicable after the commencement of this war, and before your arrival in New Orleans, to put New Orleans in a condition of successful defence against such a force as the enemy brought?

Capt. W. I have already stated that my local knowledge of New Orleans and surrounding localities, is so slight as not to justify me in passing an opinion as to what would be required to put it in a condition of perfect defence. My impression, however is, that it is unfortunate we had not commenced earlier with the construction of gun boats. I don't mean vessels with guns upon them.

Mr. SEMMES. What is the difference?

Capt. W. One is a vessel built specially for warlike purposes. The other is a vessel built for a different purpose, upon which guns are placed, a sort of free negro concern, which is made available for purposes of war, without any of the qualities to render her in any degree efficient.

Mr. LYONS. What length of time would it take to build such boats as those to which you refer?

Capt. W. I cannot say. A great many difficulties lay in the way which did not beset the construction of vessels in ordinary times. While in command of the defences at Yorktown in May, 1861, I addressed a letter to the Virginia government, urging upon them the propriety of allowing me to build gun boats upon the Mattaponi and Pamunky rivers. There was in the neighborhood of those rivers a sufficiency of timber, and I urged upon them, by every consideration that I could address to them, to let me begin the construction of these boats as soon as the mouth of York river was secured. Notwithstanding all my efforts, I never have been able to get them to attempt it. I am now of opinion, that had we begun this enterprise at that time, things would have worn a very different aspect now. I think we could have commanded Hampton Roads and the approaches to Fortress Monroe, and starved out that fortress in a few weeks.

Mr. LYONS. Do you refer to iron-clad gun boats?

Capt. W. No, sir. I don't think they were needed then. Now, however, they would be.

Mr. LYONS. Did you ever offer any suggestion to the Navy Department, such as that you made to the Virginia government?

Capt. W. I addressed a letter, I don't know whether to the Secretary of the Navy, or to the officer in charge of the bureau of orders and detail, in which that matter is referred to. I don't know whether I addressed any thing to the Navy Department, so specific as the letter I have already spoken of. I think an idea of this kind was expressed in that letter, that if the foundation for a Navy was the construction of gun boats, we then might go on advancing in this form of defence, and endeavor to maintain a competition with our enemy, if not excel them.

Mr. BARKSDALE. Was your proposition made to Virginia after the passage of the ordinance of secession?

Capt. W. Oh! yes, sir.

Mr. BARKSDALE. Your proposition was made before Virginia joined the Conjerderacy?

Capt. W. Yes, sir.

[The communications referred to by Capt. W., were furnished the Reporter since this evidence was given in, and are herewith published, They are dated respectively September 24th, 1861, and May 11th, 1862.]



[COPY.]

YORK RIVER, VIRGINIA, }  
 Sept. 24th, 1861. }

SIR: In furtherance of a wish expressed by the Honorable Secretary of the Navy and conveyed to me by Commander Page, I send to you the bearer, Mr. Gabriel F. Miller, a constructor from Matthews county, who, I understand is every way reliable and fully competent to fulfil any contract in which he may engage. He would be willing to undertake at once the construction at West Point of a steam propeller gun boat of one hundred and fifty feet keel, the model of which, with other dimensions and detail can be arranged with him by the Department. The timber can be had on the Pamunky river hard by, and I suppose the fastenings could be procured at the Navy Yard at Gosport. I hope he may be authorized to visit the Navy Yard and acquaint himself with whatever can be supplied from that depot for the speedy completion of the vessel. On the 11th of May last I had the honor to address myself to the Navy Department of Virginia, on the importance of building gun boats; a copy of my letter is probably on file in your office. Vessels of that description, so valuable as they would be to us now, are the true foundations for a Navy of eight hundred or a thousand tons, and manned by an hundred men each, such men as the river trade in our own waters could supply, they would be invaluable to us now, and give a security to our coasts and rivers which nothing else can ensure. There need be no apprehension about seamen; if we will do our part and build the vessels, they will flock to us to man and fight them.

I am, sir, respectfully, your obedient servant,

WM. C. WHITTLE.

*Commanding York River Defences.*

Capt. F. BUCHANAN. *In Charge of Office of  
 Orders and Detail, Richmond.*

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 [COPY.]

WEST POINT, }  
 YORK RIVER, VA., May 11th, 1862. }

SIR: Many circumstances which will readily present themselves to your mind concur, in my judgment, to give strength and practical consequence to a suggestion which I shall make, and which I would be pleased that you should refer to the Governor and to the General-in-Chief.

It is that an energetic naval constructor, with any number of mechanics, who could be actively employed, be at once directed to commence the construction, at some point on this river or one of its tributaries, of one or more steam propeller gun boats, to carry each two 11-inch shell guns, and be manned by eighty or an hundred men. Tonnage, draught and model could be decided upon in a moment, and much timber for such purposes could be found already cut, with an inexhaustible supply standing everywhere in the surrounding forests. The number of such vessels could be increased indefinitely. If the

construction of such a class of vessels should also be commenced at the Navy Yard at Gosport, we would soon be in possession of a force afloat sufficient to give us the command of our own waters, and to hold an enemy, established at Fort Monroe, in a very uncomfortable position.

Yours, &c.,

(Signed,)

WM. C. WHITTLE,  
*Commanding defences on York River.*

CAPTAIN S. BARRON,

*Office of Detail and Equipment, Richmond, Va.*

Mr. LYONS. In speaking of gun boats, am I to understand you as saying that, in your opinion, if wooden gun boats had been constructed at the time you made the suggestion to the Government of Virginia, they could have successfully run the batteries of Fortress Monroe?

Capt. W. I don't mean to say that all would, but I think the majority of them would.

Mr LYONS. Do you think they could have competed with the vessels of the enemy?

Capt. W. That would depend upon the armament they may have on board.

Mr. LYONS. Supposing in the defence of New Orleans, in respect to which you say your local knowledge does not justify you in passing an opinion—please to say whether, if defensible at all, it could be better defended by gun boats or land batteries?

Capt. W. I do not believe in land batteries. They are fixed batteries, and in that respect peculiarly objectionable. I much prefer gun boats as a means of defence.

Mr. LYONS. Does not the character of the stream, and the nature of the country above and below New Orleans, make the defence of that city by land more than usually difficult?

Capt. W. I think so.

Mr. LYONS. Will you have the goodness to say what was the earliest period within your knowledge, when the government began to build gun-boats?

Capt. W. I don't know.

Mr. BARKSDALE. Do you know whether they began to build them soon after Virginia joined the Confederacy?

Capt. W. I understand not soon after. I do not know of my own knowledge.

Mr. BARKSDALE. Do you recollect when Commodore Maury was placed in charge of the business of supervising the construction of gun boats in Virginia waters?

Capt. W. No, sir; not exactly.

The CHAIRMAN. Would not house carpenters be competent to engage in the construction of the class of gun boats to which you refer?

Capt. W. Some of them might be—they might be inspired, and under that influence prove efficient; but as a general thing they are not, in my opinion, competent to engage in such work.

The CHAIRMAN. Was there a sufficient number of ship carpenters available to construct these gun boats?

Capt. W. I think there was. In the county of Matthews there were very many. Several of these had previously been employed in

the Navy Yard at Gosport, and my understanding was, that desirous to serve their country from patriotic motives, they would prefer to do so, even at the compensation of the volunteer, in the way of their trade, rather than in the ranks of the army.

Mr. PHELAN. You suppose that we could have built wooden war vessels, had we set about them in time, which could have passed Fort Monroe, and intercepted the passage of the enemy's vessels to that stronghold, and ultimately have starved them out. Admitting that we could at that time have built vessels that would have accomplished this, could we have continued to maintain that position?

Capt. W. You know how York river is formed. Its shape is very much like that of a bottle, the narrow neck between Gloucester Point and Yorktown, representing the neck of the bottle. In the beginning, we could have got together a little fleet, which, in connection with the batteries at these respective points, would have secured the river against the enemy. Then by having a lookout vessel, we could always be made aware of all that was passing in the bay; and we could, upon the approach of any vessel in the direction of the Fort, sally forth and harass them in such a way, as to compel the enemy to convoy every vessel they sent in or out to the Fort. In this manner it seems to me that the day would not have been far distant when we could have gained possession of Fort Monroe.

Mr. PHELAN. Admit that we could have made such a fleet of boats as to have harassed the enemy at that time in the manner described. How long would it have been before they could have attained a superiority over us?

Capt. W. I do not know; but had we not the power to increase as they might, and even keep ahead of them?

Mr. PHELAN. One Monitor could have destroyed a whole fleet of these gun boats.

Capt. W. Of course—but it must be remembered that we had the Merrimac constructed in advance of her, and we could thus continue to maintain the supremacy, having first had the start of them.

Mr. PHELAN. Could we have held the superiority you speak of until we starved out Fort Monroe?

Capt. W. I think so. We could have done that in six weeks. This is my opinion.

Mr. LYONS. Is not the York river a very deep river?

Capt. W. Yes, sir; and a remarkably straight one.

Mr. SEMMES. Have you any idea of the quantity of ship building materials which was at the Norfolk Navy Yard at the time that we took possession of it?

Capt. W. I don't know; but there was an immense quantity of it there. None of the ship timber was destroyed by the enemy upon their evacuating the place.

Mr. LYONS. Are you aware of the fact, that after we had got possession of York river, ship timber was permitted to be carried out in Yankee vessels to Yankee land?

Capt. W. Yes, sir. I am aware of it, for it was done against my remonstrance.

Mr. SEMMES. Was it done with the sanction of the Confederate Government?

Capt. W. No, sir. It was done by the sanction of the Virginia government.

The CHAIRMAN. How came it to be taken?

Capt. W. It has been the habit of the Yankees for many years, to visit the Mattaponi and Pamunky, for the purpose of cutting timber. The custom was to come in the month of October, and spend the winter there. One or two vessels, which were loaded with ship timber, remained there after Virginia had taken matters into her own hands, and they were on their way out when I ordered them to be stopped. An order, however, came from Richmond to permit them to pass, and I of course obeyed that order. I think there was an idea that the Confederate Government permitted all vessels to pass within a limited time, which did not carry anything contraband of war. I thought that nothing could be more contraband than this important element in the construction of war vessels, and I accordingly refused to permit the vessels to pass. But I was overruled.

Mr. DUPRE. Do you know what quantity of ship timber was left at Norfolk? You say that some ship timber was permitted to go from that point to Yankee land.

Capt. W. No, sir.

Mr. DUPRE. I understood you to say there was an immense quantity of ship timber at Norfolk, that was not burnt by the enemy.

Capt. W. Yes, but the timber to which I refer as having gone to yankee land, was that brought from the Mattaponi and Pamunky. As to the quantity of timber left at the Navy Yard, Commodore Forest, who was since in charge of it, will inform you, I presume.

The Committee adjourned until 9 o'clock to-morrow.

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### WEDNESDAY, SEPT. 10, 1862.

The following members of the Committee met at the appointed hour: The Chairman, (Mr. Clay,) Messrs. Foote, Semmes, Dupre, Maxwell and Boyce.

After a lapse of some twenty or thirty minutes, no quorum being present.

Mr. MAXWELL moved that the Committee adjourn until 9 o'clock to-morrow, and that the testimony of Capt. Whittle, taken on yesterday, be read to him by the reporter in presence of the Secretary of the Navy and the Chairman of the Committee.

The motion was agreed to, and the Committee accordingly adjourned.

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### THURSDAY, SEPT. 11, 1862.

The Committee met at 9 o'clock, A. M., pursuant to adjournment.

Present—Messrs. Clay, (Chairman,) Foote, Maxwell, Semmes, Boyce and Barksdale.

Mr. MAXWELL moved that hereafter it would be competent for less than a quorum to examine witnesses.

The motion was agreed to, the Chairman voting against it.

Capt. Whittle was recalled, when the following questions were put to him by the Secretary of the Navy, through the chair:

*Question.* Did you receive the following telegram:

“NAVY DEPARTMENT U. S., }  
Richmond, April 5, 1862. } ”

Capt. WM. C. WHITTLE,  
*Commanding at New Orleans.*

Work day and night to get the Louisiana and the Mississippi (Tifts' boat) ready for action. The preparation of ordnance stores and the drilling of the crew, should all progress simultaneously. Not an hour must be lost. Spare neither men nor money. Put the best officers you can get on board the ships, if those we send don't arrive in time. Strike a blow at the enemy yourself, should Captain Hollins be absent when ready.

S. R. MALLORY.  
*Secretary of the Navy.*

Capt. WHITTLE. I cannot say from memory whether I received a telegraphic despatch couched in these very words; but I received one entirely to that effect. I have no doubt of the correctness of that telegraph, and of my having received it.

*Question.* In your communications with the military authorities at New Orleans, what seemed to be their judgment as to the ability of the enemy's fleet to pass the forts?

Capt. W. I do not remember to have had any formal communication with the military authorities; but in my conversations with General Lovell, and from the observations which I saw generally in the daily papers of New Orleans, I was led to believe that the military authorities believed that they had the power to prevent the passage of the forts.

*Question.* When did the "committee of safety" make the tender of services to which you refer?

Capt. W. A letter, which is in possession of the Navy Department, will fix the date. I take it for granted it was on or about the time of my written communication with the "committee of safety."

*Question.* You speak of gun boats that might have been built on the Mattaponi and Pamunky rivers, and which was recommended to the State of Virginia; please state the general size and character, steam power and armament of the vessels to which you refer as gun boats.

Capt. W. I have not gone even in my own mind into any detail upon that subject. I merely advanced the naked idea, leaving it for practical decision afterwards.

*Question.* Where would you have built or obtained the steam power for them?

Capt. W. I proposed to have it done at the 'Tredegar Works, in this city.

*Question.* You say batteries might have been placed to protect the little fleet of gun boats on the Mattaponi and Pamunky rivers. Could you have placed batteries which the enemy's ships could not have passed?

Capt. W. I don't think I have said that the batteries I referred to

were those which were already erected, and in process of construction at the time referred to. I don't think that batteries, particularly for that object, could be or need be erected.

The CHAIR. What about the latter part of the question?

Capt. W. In regard to that part of the interrogatory my opinion is, that all batteries might be passed by steamers of war. But that does not seem to have been the opinion of some of the Federal officers, for they made a great many preparations for passing them by, which, in my judgment, were not necessary.

Question. Would the gun boats you proposed to build, have been able to contend successfully with the enemy's vessels?

Capt. W. It does seem to me that they would much more successfully than any we have ever had.

Question. What would have prevented the heavy 40-gun steam frigates of the class of the Wabash, Colorado and Minnesota; the 20-gun steam sloops of the class of the Richmond, Hartford and Brooklyn; and the medium 6-gun steam sloops of the class of the Iroquois, Seminole and Dacotah of the enemy, from destroying the little fleet to which you refer?

Capt. W. Nothing that I know of, unless they could have destroyed everything else that we had in that way. I don't know that these vessels would be indestructible against a force of that kind. But taken in connection with the batteries there, my idea is that they would have effected a great deal. By occupying the passes by which vessels might come, they would render much service. At all events, these are matters that were to be decided, and I looked upon it as worth a trial there, if it was any where else; for at that time it was reported that the York river was the high road to Richmond.

Question. Look over the official U. S. Naval Register of January, 1861, and name the regular war steamers of the U. S. Navy, at that date, without regard to the additions made to it from the commercial, marine or otherwise.

Capt. W. .

*Screw Frigates.*

NAME OF VESSEL.	No. OF GUNS.
Niagara.....	12
Roanoke.....	40
Colorado.....	40
Merrimack.....	40
Minnesota.....	40
Wabash.....	40
Franklin.....	50

I don't think the Franklin was in the water.

*First Class Steam-Sloops.*

San Jacinto.....	13
Lancaster.....	22
Pensacola.....	19
Brooklyn.....	25
Hartford.....	16
Richmond.....	14

*Side Wheel.*

Mississippi .....	11
Susquehanna .....	15
Powhatan .....	11
Saranac .....	9

*Second Class Steam-Sloops.*

Mohican .....	6
Narragansett .....	5
Iroquois .....	6
Pawnee .....	4
Wyoming .....	6
Dacotah .....	6
Pocahontas .....	5
Seminole .....	3

*Side Wheel.*

Fulton .....	4
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*Third Class Steamers.*

Wyandotte .....	5
Mohawk .....	5
Crusader .....	8
Sumter .....	5
Mystic .....	5

*Side Wheel.*

Water Witch .....	3
Michigan .....	1
Pulaski .....	1
Saginaw .....	3

*Steam Tenders—Screw.*

John Hancock .....	3
Anacosta .....	1
Stevens' war steamer .....	6

*Question.* Don't you know that the gun boats under construction on the York and Pamunky rivers, under the superintendence of Commander Maury, had to be destroyed after the abandonment of Yorktown by our forces?

Capt. W. I don't know. I have heard so, and presume it is the case.

Mr. BOYCE. You have said that war steamers, in your opinion, could pass the forts below New Orleans; did the military officers there take the necessary precaution to prevent their passage?

Capt. W. I can only speak in regard to the Naval Department, and I will say that they did everything in their power to prevent the passage of the enemy's vessels. After I assumed command at New Orleans, there was nothing in our power to do that was left undone. I never saw officers in the public service work with more zeal and energy than did the officers at that point.

The CHAIR. Were you supplied with all the means which, in your

opinion, were at the command of the Naval Department for the protection of that city?

Capt. W. I think so. I have in fact no doubt of it. Our demands were very numerous and very difficult to be met—very often impossible to be met; but I am satisfied that there was nothing that the Navy Department could do, from the time of my assuming command at New Orleans, that was not done or attempted to be done.

Mr. SEMMES. Was there any deficiency in the supply of money?

Capt. W. None that I am aware of. In fact, I think I was paying debts that were due before I arrived there.

Mr. MAXWELL. You speak of the officers engaged there as working very efficiently. Do you include in that the contractors, or rather the men employed by them?

Capt. W. I include the naval officers. As far as I could ascertain from some of these officers, the workmen on these steamers worked with similar energy.

The CHAIR. I will ask another question, which was suggested by the interrogatory propounded by the Senator from Louisiana. I understood you to say now, that you did not know, of your own knowledge, of any deficiency of money for the prosecution of the work, while you were in command. Do you know that in consequence of a want of money, any work was suspended, or any laborers dismissed?

Capt. W. Not that I know of. I do not know what occurred before I went there.

The CHAIR. Did you hear any complaint of that kind from any of your predecessors?

Capt. W. No, sir. My immediate predecessor is here, and he can answer that question.

Capt. J. K. Mitchell was next called and duly sworn, the Secretary of the Navy being present.

Mr. SEMMES. When did you take charge at New Orleans?

Capt. MITCHELL. I arrived there early in December, and was under the order of Commodore Hollins at that time; but I relieved him from command of the station about the 1st of February, or the latter part of January.

Mr. SEMMES. What were your duties when you were under the orders of Commodore Hollins?

Capt. MITCHELL. I was executive officer of the station.

Mr. SEMMES. As executive officer, what works had you to superintend?

Capt. MITCHELL. There was a general superintendence of outside work; but I had no time to attend to it. My whole time was taken up with office work, or assisting the Commodore in the discharge of the duties of the office.

Mr. SEMMES. Did you have any superintendence over either of the gun boats, Louisiana or Mississippi?

Capt. MITCHELL. None. They were built by contract, and I had nothing more to do with them than to visit them occasionally, as a matter of curiosity, and to make occasional suggestions. I had no authority in connection with their construction at all.

Mr. SEMMES. You received a telegraphic dispatch to take charge of the Louisiana, if you thought proper, in case the work upon her was not progressing with due energy?



Capt. MITCHELL. That was after the station was placed in my charge.

Mr. SEMMES. What time was that?

Capt. MITCHELL. I cannot now give the exact date; but it was probably the latter part of March. I presume a copy of the dispatch is on file here, which will show the date.

Mr. SEMMES. Did you act on that dispatch?

Capt. MITCHELL. I did to this extent: I conferred with Gen'l Lovell, as directed in the dispatch, as to the propriety of taking the work out of the hands of the contractor; and we agreed that it was probably best to let him know that we had authority to do so, and should exercise it in case the work was not pushed forward with more energy. I made this intimation to the contractor, and found it had the effect of stimulating him.

Mr. SEMMES. Do you know whether the work on the Louisiana was pushed with energy?

Capt. M. I think it was pushed with as much energy as work generally is; but I thought at one time that the work was progressing rather slow. I so stated in a telegraphic dispatch, which I sent to the Secretary of the Navy, and his reply was, to take the work out of the hands of the contractor, if I should think proper to do so, after conference with General Lovell.

Mr. SEMMES. Had you noticed that the work had been progressing slowly before the time you had sent this dispatch?

Capt. M. In a consultation with the engineer of the station, and others connected with the construction, we found out that the work was not progressing as rapidly as it ought to be; and we thought it would probably stimulate him by informing him of the character of the order conveyed in the dispatch referred to. The information had the desired effect; for immediately a large force was transferred from the Mississippi to the Louisiana. Mr. Tift authorized Mr. Pearce to assist in the work of that vessel, and after that there were as many men at work upon her as could be employed to advantage.

Mr. SEMMES. Was there any deficiency of means in the way of money in the department while you had charge of it?

Capt. M. There was at one time. I represented to the Navy Department at one time the condition of the finances, and gave my views upon that subject in full.

Mr. SEMMES. You refer then to your letters on that subject, which are now on file in the Navy Department.

Capt. M. I do.

Mr. SEMMES. Was there any deficiency of supplies of money, in regard to the Louisiana at any time?

Capt. M. The contractors, I believe, complained at one time; but not justly. It was necessary for them to obtain the certificate of Mr. Pearce that certain work had made certain progress, before they could be entitled to receive their pay. I think the department in some cases, went so far as to make some payments in advance.

Mr. MAXWELL. You think the certificate was given as soon as the progress of the work would justify?

Capt. M. I am satisfied it was, and even in some instances the contractors would strain a point in order to secure payment in advance for the workmen who needed it.

Mr. SEMMES. When you arrived in New Orleans, what vessels were prepared to defend the city, belonging to the navy?

Capt. M. There was none that I know of, except those on the lakes.

Mr. SEMMES. Which were they?

Capt. M. The Florida belonged to Commodore Hollins' command; but she was caught at Mobile, and could not get away from there. And then there was the Pamlico. There was none on the Mississippi river below—they were all sent up to Columbus when I arrived there.

Mr. SEMMES. I suppose you don't know how many vessels were up there all told.

Capt. M. In December, Commodore Hollins had the General Polk, the Ivy, the Jackson, the Manassas and the McRae.

Mr. SEMMES. What was the character of the gun boats?

Capt. M. They were all mere shells—nothing but converted river boats, except the Manassas, and she too was converted. The iron in her was very thin, being not more than an inch and a half in thickness.

Mr. SEMMES. How many guns did these boats mount, and what was their calibre?

Capt. M. The Polk had, I think, five guns, the calibre of which I do not now remember. I communicated an account of the armament of all these vessels, which, I have no doubt, can be found in the bureau of ordnance.

Mr. SEMMES. Then, as I understand you, there were no other vessels there than those which were sent up to Columbus in December?

Capt. M. Not when I got there. In the month of January and February following, other vessels were fitted out. There was the Maurepas, the Livingston, the Bienville, the Ponchartrain and the Carondolet.

Mr. SEMMES. When were the Carondolet and Bienville launched?

Capt. M. One was launched in January, the other in February.

Mr. SEMMES. What was the character of these boats?

Capt. M. Side wheel, light draft. They were pretty substantially built; pierced for eight or nine guns; no rails; no breast work. They might carry eight heavy guns.

Mr. SEMMES. Did they have their armament on board at any time?

Capt. M. Not such as we designed for them. We got ten of the old navy smooth bore 42-pounders from General Lovell, and divided them between the two vessels. In addition to this, each had a rifle gun, one a 32-pounder, and the other smaller.

Mr. SEMMES. Were they ready for action before the fall of New Orleans?

Capt. M. I don't think they were fully ready. One, the Carondolet, was fitted out, but had not her full compliment of men. The other vessel, when I left New Orleans, on the 21st of April, three days before the fight, had not a crew.

Mr. SEMMES. Did she have her supplies?

Capt. M. She had supplies and officers, but was short of a crew. The Pamlico came in for repairs, and all the men that could be taken from her were transferred to the Louisiana.

Mr. SEMMES. In the course of January and February, you fitted

out the Maurepas, the Ponchartrain and the Livingston—all newly constructed boats?

Capt. M. Yes, sir. They were all converted boats, however. The Livingston was new, but was designed as a ferry or tow boat—that is, when her keel was laid; but when on the stocks she was fitted out as a man-of-war.

Mr. SEMMES. These boats, together with the Louisiana and Mississippi, were the only boats which were in the service of the government in the Navy Department, either as purchased or constructed.

Capt. M. These were all, except those which were fitted out by the State of Louisiana—the Governor Moore, and the General Quitman. Both of these, as I have said, belonged to the State of Louisiana, and were placed under my command.

Mr. SEMMES. You left the city on the 21st, on board the Louisiana?

Capt. M. I left the city on Sunday the 20th.

Mr. SEMMES. You have described in your report the condition of the Louisiana, when you left New Orleans—I suppose you adopt that as your testimony.

Capt. M. That report was drawn up with deliberation, and I think I can sustain all that it contains. I cannot think of anything material to add to it now, unless there is some point that I have omitted upon which you would desire to be informed.

Mr. SEMMES. How much time would it have taken to have completed the Louisiana for action?

Capt. M. To have prepared her fully for a fight, it would have taken at least six weeks, if not two months longer. In work of that kind there are many causes of delay. For instance, we were a long time waiting for the propellers. The engineers were promising every day that they would be ready, but they failed to come up to their promise, though I am satisfied it was made in good faith. The work was much more arduous and difficult than they apprehended. They were embarrassed, moreover, by having their men taken away occasionally by the military authorities, who pressed them into service. We had frequently to go to General Lovell for an order to get them back. Instances of this draft for military service had frequently occurred; and this necessarily involved delay in the construction of the engines.

Mr. SEMMES. Why were not these annoyances remedied by some general order from the proper authorities. Why did not you or the commanding officer apply for some such general order?

Capt. M. I believe that was done as far as it could be done. But the fact is, these embarrassments are inseparable from the state of things which surrounded us there. The emergency came upon us so sudden, that it was difficult for us to have a regularly organized plan of action. Embarrassment beset us at every point almost.

Mr. SEMMES. Had you been ever engaged on the Mississippi river before?

• Capt. M. Never. This is the first experience I have had there.

Mr. SEMMES. I do not understand from your report the exact extent to which the Louisiana was not ready. I think you state in your report that she was not sheathed with iron any distance below the water-line.

Capt. M. I don't think it was designed that she should sustain a much greater weight of iron than would sheath her a short distance below the water-line. True, it could be put on her; but the contract as I understand, did not allow for more than she had on.

Mr. SEMMES. Was she covered with iron down to the water-line?

Capt. M. Yes.

Mr. SEMMES. The great difficulty then about the Louisiana was not her unprotected hull, but her machinery?

Capt. M. A plunging shot, or a shot between wind and water would have gone into her and done her some damage—perhaps materially injured her by passing through some vital part.

Mr. SEMMES. In the engagement you had, was she at all injured?

Capt. M. Her hull was not much injured. Two of the enemy's 11 inch shells struck her forward, and made an indentation, crushing in the iron, without, however, starting the spikes. The shells burst into a thousand particles, and scattered all over the vessel.

Mr. SEMMES.—You say in your report, that the guns were badly mounted—some being ranged too high, and others too low.

Capt. M. They were put on board in a hurry. Capt. McIntosh who had command of the vessel, was allowed to range the guns as he pleased. It was not known in the beginning, what her battery would be, and we had to pick up guns every where. In the meantime, we used all the guns we had, and put them in the best position we could, under the circumstances—a position, as we supposed, where they could be used. It turned out, however, that some were too high, and some too low; and all these mistakes had to be corrected afterwards. The whole arrangement of her armament was made in a hurry, the vessel being in fact sent down at the earnest request of the military officer in command. Capt. Whittle decided that it was perhaps best to send her down, even in that condition, so that she might assist the forts in preventing the enemy from coming up. I think my report will be found to state that our whole time was taken up in making the necessary changes in the bearing of the guns. On the night of the fight, it took nearly all our hands until 10 o'clock at night, to arrange the batteries, and the work was not finished.

Mr. SEMMES. What battery did you actually have on board the Louisiana, and what was the calibre of the guns?

Capt. M. We had 16 guns on board, two 7-inch rifle guns; three 9-inch shell guns; four 8-inch shell guns, and seven 6-100 rifle guns.

Mr. SEMMES. Where did these guns come from?

Capt. M. The most important, and I think all the guns were sent from here. The 7-inch guns were sent from here, and almost all the rifle 32's we had on board, which consisted of four or five. One of the 7-inch guns was loaned to Fort Jackson.

Mr. SEMMES. When did they arrive in New Orleans?

Capt. M. They commenced arriving there about the 1st of April. I may be mistaken, however, as to the date. To be strictly accurate, I should have to refer to the records in the offices.

Mr. SEMMES. My object was to ascertain whether you had time, after they arrived in New Orleans, to put them on board the vessel, and adjust them properly.

Capt. M. The vessel was not ready to receive them. As it was, they were put on board before she was prepared for their reception.

Mr. SEMMES. You had to hurry them on board, to enable the vessel to go down?

Capt. M. Yes, sir; and putting them on board interfered, moreover, with the progress of the work upon her.

Mr. SEMMES. When you got down to the fort, you stated in your report, that you conferred with Gen'l Duncan, and that there was some difference of opinion between you as to the position the Louisiana should occupy.

Capt. M. We had a conference first, in which no difference of opinion arose. It was I think on the second day that he suggested a position different from that assigned by me. I concurred with him that the position he suggested was a very good one, if the vessel had been in proper condition. But the mechanics being at work upon her endeavoring to get her in the best order possible. The reasons which induced me not to conform to his suggestions at that time are stated in my report to the Secretary of the Navy, and in my letter to Gen'l Duncan.

Mr. SEMMES. Before you left the city of New Orleans did you know what was the condition of the raft down there? You say they hurried you down. Was it in consequence of information received as to the raft being somewhat insufficient to obstruct the passage of the enemy?

Capt. M. I don't know whether it was on that account. I understood the raft gave way; but when I got down there, I found there was but a small portion of it left. I found its condition far worse than I expected.

Mr. SEMMES. Do you concur in the opinion of Capt. Whittle in regard to the capacity of steam war vessels to pass forts? Capt. Whittle's opinion is this; that war vessels under the operation of steam, can pass any fixed battery.

Capt. M. I think so.

Mr. SEMMES. I think Capt. Whittle's opinion was, that some may be destroyed, and some may pass.

Capt. M. I find from experience down there, that they can pass with great facility. I think I expressed my opinion to prominent men upon this subject some time before the fall of New Orleans. I think I expressed it to Gen'l Duncan and Gen'l Lovell as far back as January, when I was down there to command an expedition to capture the Calhoun. I expressed my opinion then to Gen'l Duncan, that I thought the enemy could pass these forts. He did not, however, concur with me.

Mr. SEMMES. Did you ever confer with other Naval officers upon that subject?

Capt. M. I did; and I think it was the general opinion of all Naval officers?

Mr. SEMMES. The only hope then was that the enemy's boats would be detained by the obstructions until the forts would destroy them?

Capt. M. The only hope I had of our preventing them from coming up, was when I heard that the raft was in good condition. That was after the second raft was constructed. The first was carried away.

Mr. SEMMES. Do you know when it was carried away?

Capt. M. I do not.

Mr. SEMMES. Do you know whether it was a month or two before the fall of New Orleans?

Capt. M. I was down there the last of January, and the raft was there then, but there was a large amount of drift wood against it. I suggested to Gen'l Duncan that it would be well to remove it. In 10 days after that, the raft was carried away.

Mr. SEMMES. So that when you saw this immense mass of drift timber pressing against the raft, you suggested to have it removed?

Capt. M. I merely suggested in a conversation with Gen'l Duncan if that could be removed. He said, "I believe it would be an endless job." He seemed to think that it made the raft stronger. In 10 days after, as I have remarked, it was carried away.

Mr. SEMMES. How long after that was it, that the raft was replaced, and what sort of a raft was placed there?

Capt. M. They got all the pilot boats they could, and planted them across the river. The next plan was I believe, to take some of our fire boats which are employed by the Navy. These were first used, I believe, to supply the place of rafts. There was also used in connection with them a chain cable, which extended across under the bottom of these boats, and held them together. This contrivance proved ineffectual, for as I have said, they were carried away. In the second instance, they took pilot boats, and extended them across the river, connecting them with pieces of chains. But this also gave way, and the result was that no impediment existed to the passage of the enemy's gunboats, so far as river obstructions are concerned.

Mr. SEMMES. Was that the character of the obstruction that remained until the enemy came up?

Capt. M. Yes, sir. The second obstruction, as I have remarked, had also been carried away with the exception of a small remnant of it, which I discovered upon visiting there.

Mr. SEMMES. Do you know how long it was prior to your going down there, that this last obstruction had been destroyed?

Capt. M. I think very few days before. When I got there, it was materially damaged. I did not know it was in the condition in which it proved to be, until I got there.

Mr. SEMMES. You know nothing of the affairs connected with the Mississippi at all?

Capt. M. Do you mean any thing connected with the building of her?

Mr. SEMMES. Yes.

Capt. M. I was there very frequently, and watched her progress. I have some knowledge of her.

Mr. SEMMES. You were in command of the station after Commodore Hollins left. Did you visit the Mississippi?

Capt. M. Yes; I went there as a matter of curiosity, but had no control over her whatever.

Mr. SEMMES. You say you visited her occasionally. I wish you would state whether you thought the work was pressed with vigor?

Capt. M. I think the work was pressed with vigor. I heard the Messrs. Tift complain that the contractors for the engines were rather dilatory in executing the work. The contractor was Mr. Kirk, but whether he was really to blame or not, I do not know. The work was new to

him, and he was therefore laboring under disadvantages as well from that, as doubtless other causes. I do think whatever promise he made, was made in good faith.

Mr. SEMMES. He had a large establishment, had he not?

Capt. M. I do not know. I was never in it.

Mr. SEMMES. You say you talked with the Messrs. Tift in regard to the progress of the vessel, and that the cause of the delay in her construction was applied exclusively to the delay in completing the engines.

Capt. M. Yes, sir.

Mr. SEMMES. Do you know the first time he made any complaint to you?

Capt. M. I sent a telegraphic dispatch on the subject to the Navy Department some time after that, in regard to the delay on the part of the contractor, Kirk. I did not refer to the Tifts at all.

Mr. SEMMES. At the time, as I understand you, you sent a dispatch to the Department in regard to the Louisiana; you also telegraphed in regard to the Mississippi.

Capt. M. The telegraph in regard to the Mississippi was sent a day or two after I telegraphed in reference to the Louisiana. I felt it my duty to make enquiry in regard to this vessel, and keep the Navy Department advised as to how she was progressing. The information which I conveyed in that dispatch, was derived from the Tifts, as well as from the consulting engineer, Mr. Freeman.

Mr. SEMMES. Do you know of any effort made on the part of the "committee of safety," of New Orleans, to press forward this vessel to completion?

Capt. M. They waited upon me in reference to this matter, and I will state my belief that they did every thing in their power to forward the work. I don't know whether they were of much service or not. I mean in respect to these vessels. I understand that Mr. Tift told the chairman of the committee, that if the committee wanted to assist him, that the best way to do so, would be to get as many workmen as they could, to assist Kirk in making the engines, and to work night and day.

Mr. SEMMES. Do you know whether they did furnish any workmen?

Capt. M. I do not know to what extent they were instrumental in getting workmen. Their influence might have been available in that respect, and probably was; but I know nothing in that connection of my own knowledge.

Mr. SEMMES. Do you know whether or not the influence of the citizens secured many workmen for the Mississippi?

Capt. M. I do not know of my own knowledge. It is very likely they exercised a great deal of influence in the matter.

Mr. SEMMES. What was your opinion as to the propriety of launching the Mississippi at the time she was launched?

Capt. M. There was an effort made on the part of the safety committee, to have her launched before she was launched.

Mr. SEMMES. On what was that based?

Capt. M. It was thought best by the committee to have her launched, from an impression, as I understand, that the work upon her would progress more rapidly on the water than on land, and that, moreover,

her armament being on, she might be rendered available in some degree for the defence of the city, in case of an attack. I remember the Tifts consulted Capt. Whittle, Capt. Sinclair and myself upon the subject. Capt. Sinclair and myself subsequently addressed him a note, in reply to a call for our opinion, advising him not to launch the vessel at that time, and gave as our reasons that it would delay her completion. In a week after, however, we advised her to be launched as soon as possible.

Mr. SEMMES. What was the cause of this change of opinion?

Capt. M. The enemy then commenced the attack on Fort Jackson, and we supposed that the only safety for her was being in the water, as she could thus be either towed up the river to a place of safety, or used to defend the city.

Mr. MAXWELL. Did they act upon that advice?

Capt. M. Yes, sir; they went to work immediately to launch her. Events, I think, justify our advice, as being afloat there was then a chance to get her up the river.

Mr. SEMMES. You know nothing about the efforts to get her up the river?

Capt. M. No, sir.

Mr. SEMMES. In visiting the Mississippi, you had occasion to see the river. Were there many steamers lying about there?

Capt. M. Yes, sir; a good many. There were several large steamers lying there, probably six or eight.

Mr. SEMMES. Then, as I understand you, the reason that you changed your opinion in regard to the propriety of launching the vessel was, if the forts were passed she might be used in defence of the city, and that by proper effort she might be brought up and saved.

Capt. M. Yes, sir. If she was on the stocks we would have to destroy her, at a serious risk perhaps to other property.

Mr. SEMMES. In case it was necessary to bring her up the river, was there any place talked of where she might be brought to?

Capt. M. No, sir. At that time, I think Island No. 10 had fallen. Fort Pillow had either fallen, or was expected to fall every day, and we did not decide upon any place to which she might be brought. We only thought that having her afloat and bringing her somewhere, was the only chance of saving her.

Mr. MAXWELL. What reason did the Tifts give first for not launching the vessel?

Capt. M. I think they gave the same reason that we did in the first instance, which was, that it would delay her completion.

Mr. SEMMES. In regard to these propellers. Was not the work on the Mississippi delayed a good deal for want of the necessary shafts?

Capt. M. The shafts were not ready when the vessel was ready to receive them. The shafts might have been put in a month sooner, if they were ready.

Mr. SEMMES. Do you know whether the shafts were constructed at New Orleans?

Capt. M. Those for the Louisiana were, but I think the main shaft for the Mississippi came from Richmond.

Mr. SEMMES. Was that main shaft for the Mississippi larger than either of those of the Louisiana?



Capt. M. They must have been, because the shafts for the Louisiana were merely auxiliary, and were not intended to give the vessel any great speed. They were designed more for the steering of her than for speed. Of course they must aid in propelling her.

The CHAIR. Was the work on either of these boats delayed or suspended to your knowledge, from the want of the requisite funds to pay contractors or laborers at any time?

Capt. M. No, sir. On the contrary, I know that there were funds all the time in the hands of the pay-master, for the Tifts' vessel, as well as the other. I believe there was always a fund to pay the contractors for the Louisiana.

The CHAIR. Do you recollect whether any laborer ceased to work, or any contractor ceased to carry on his contract for want of funds?

Capt. M. None at all in the Mississippi, nor in the Louisiana, so far as I know; but my impression is, that Mr. Murray complained about the non-receipt of funds.

The CHAIR. Do you know whether the contractors for the Louisiana or Mississippi ever refused labor or any aid tendered them by the committee of safety of New Orleans, or failed to avail themselves of any opportunity to push on the work?

Capt. M. I don't know.

The CHAIR. Do you know whether the means and facilities for constructing vessels of the character of these, are sufficient in the city of New Orleans, or are they deficient there?

Capt. M. The facts show that the vessels could be constructed there. However, the work was unusual at that point, and the mechanics engaged in it undertook to do what they were not accustomed to do, and the consequence was, they took more time than they probably otherwise would.

The CHAIR. Do you mean to say that, in your opinion, there was a deficiency of skillful labor, competent to the construction of these works, and of the material necessary for their construction?

Capt. M. I can't say there was a deficiency, because this work was done and the material obtained.

The CHAIR. If there had been skillful handicraft in that kind of work, would the work have progressed more rapidly than it did?

Capt. M. I think so. We had to resort to many substitutes for articles used in the construction of ships, and adapt them to the purpose. This occasioned much delay.

The Committee then adjourned until 9 o'clock to-morrow.

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FRIDAY, SEPT. 12, 1862.

The Committee met at 9 o'clock, pursuant to adjournment.

Present—Messrs. Semmes, who acted as Chairman, Lyons, Boyce, Maxwell and Dupre.

Mr. SEMMES. The Senate on yesterday excused from service on this Committee three of its members—Mr. HUNTER, Mr. PHELAN and Mr. CLAY, for reasons which they stated to that body—two from personal reasons, the other, because of his being chairman of another commit-

tee, which required his presence there almost constantly. The Senate, in excusing these members, did not fill up their places, and Mr. MAXWELL and myself now constitute the Senate's quota of the Committee. In the present state of things shall we proceed or not with the investigation; or shall we await the further action of the Senate to fill up the Committee?

Mr. DUPRE. Did the Senate refuse to fill up the Committee?

Mr. SEMMES. The Senate's action in the matter was had at a late hour—about half past four, and it was therefore laid over.

Mr. DUPRE. It seems to me as this is a Joint Committee, that the Committee must be filled from both sides, before we can proceed. The two component parts make a whole; and if this Committee is not put in its original form by the Senate, it will be incomplete. Unless the Senate should fill up the regular number by the appointment of others in place of those who have been excused, I should consider the action of this Committee illegal. The House portion of the Committee should have to report to that body to know what course we should take, and what action became us as one portion of the Committee. To take any action now is, in my opinion, impracticable, and would not be in conformity with the motives which gave rise to the Committee. We have decided here that we might vote *per capita* upon any question, or if desired, that we might vote separately. As the Committee is now constituted, a disadvantage would result to one branch of the Committee, and no harmony could possibly exist. I regard the Committee, as now constituted, as not being in a condition to act legally.

Mr. LYONS. My vote would depend upon the question, whether the Senate would determine to leave the Committee to consist of two on its part, or put on three more. I am willing to leave the gentlemen here from the Senate to decide the question.

Mr. MAXWELL. There has been no action taken at all as yet by the Senate in the matter.

Mr. LYONS. If you gentlemen who are representing the Senate on the Committee, choose to go on, I have no objection. At the same time, if we vote *per capita* on any question, the Senate Committee would be voted down.

Mr. DUPRE. We are apprised now that a portion of the Committee has been withdrawn by the acceptance of resignations. That, therefore, leaves the Committee incomplete, and unless the Senate act again, I consider the action of this Committee as illegal. I would be loath to continue an investigation now, because this Committee would be acting in conflict with the letter and spirit of the resolution which created it. What would take place now, would have to be gone over again for the information of any new members that may be appointed by the Senate.

Mr. SEMMES. I would propose, as a matter of convenience, as Captain Mitchell has already been examined, and the Secretary of the Navy has some interrogatories to propound to him, that we hear those interrogatories, as Capt. Mitchell is to go away as soon as the Committee is done with him.

Mr. MAXWELL. The Secretary has not his interrogatories prepared, and will not have before 10 o'clock.

Mr. LYONS. As I have said, I have no objection to the Senate's Committee acting as now constituted, if they so desire; but it seems to

me that if they refuse to act as the representatives of the Senate Committee in general, they should forego action in reference to this matter, and await the course of the Senate in respect to the filling up of the Committee.

Mr. SEMMES. I believe that Mr. MAXWELL and myself have not authority to act; certainly not as the Committee appointed by the Senate's resolution.

Mr. DUPRE. Even if your number had been three, you would not conform to the joint resolution, unless the Senate would consent to dispense with five, and go on with three.

Mr. LYONS. Then I move we adjourn.

The motion was agreed to, and the Committee adjourned with the understanding that they were to meet at half past 9 to-morrow, to hear from Mr. SEMMES what action the Senate may take in regard to filling up the Committee.

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SATURDAY, SEPT. 13, 1862.

The Committee met at half past 9 o'clock, pursuant to adjournment. Present—Messrs. Clay, (Chairman,) Dupre, Lyons, Semmes, Barksdale, Maxwell and Boyce.

Absent—Mr. Foote.

Mr. LYONS. Not having been present when the testimony of Capt. Mitchell was given, I am anxious to hear it read.

Mr. PHELAN. I hope the Committee will not order it to be read again.

Mr. DUPRE. If any member of the Committee is not here when the testimony is offered, it is his misfortune. If we had to read over the testimony for every member who chooses to absent himself when it is given in, we would never get through with this investigation.

Mr. LYONS. The members are bound to be in the House when it is in session; and I would say that this difficulty has been produced by the Committee authorizing the examination of witnesses in the absence of a quorum. I agree with the gentleman, that if a member absents himself from the Committee within committee hours, he cannot ask this privilege. But if the Committee adopts a resolution to examine witnesses, when there is less than a quorum present, he puts it out of the power of a member who, as in my case on Thursday, when the House met at 10 o'clock, is necessarily absent. How can a member discharge his duty properly without hearing the testimony read?

I move that the testimony of Commodore Mitchell be now read in presence of the Committee.

The question was put, and decided in the negative.

Mr. LYONS. I beg that it be entered upon the record of the Committee, that my motion was to read over to the Committee the testimony of Commodore Mitchell to enable members, who were necessarily absent when it was given in, to propound interrogatories based upon that testimony, and that that motion was overruled.

Mr. BARKSDALE. I will remark that I was absent yesterday and the day before, but was under the impression, when I voted in favor of

taking testimony in the absence of a quorum, that the testimony would be read by those who were absent when it was given in, as it was taken by the reporter. It was with that understanding that I voted for the motion to examine witnesses when a quorum was not present.

Capt. John K. Mitchell was recalled, when the following interrogatories were put to him by the Secretary of the Navy, through the Chair:

*Question.* You speak of the small crew of one of the lake steamers. Please state why her crew was not full, and what your efforts and those of your navy officers were to get men for navy service at New Orleans.

Capt. M. We made every effort to obtain crews for the vessels. The rendezvous was open all the time. We gave two dollars to any person who would bring a seaman there. That was not authorized, but we took it upon ourselves to give it. Besides that, there was a bounty of fifty dollars, I think, paid to each man. I sent officers to the coast of Lake Ponchartrain and the Sound, to get men, and they succeeded in getting a good many. We tried to get seamen from the army also, and I believe we did get a few in that way. We made every possible effort to get crews. Nearly all the vessels on the river, as well as on the lake shore, were, more or less, short of crews. Those that went up to Columbus, went up more or less short.

*Question.* You refer to only three vessels as being in the river in January; the Livingston, Ponchartrain and Maurepas. Where was the Ivy, the Polk, the McRae, the two floating batteries, the Jackson and Seger?

Capt. M. I think in my previous examination I gave a list of the vessels that were in the river, at Columbus, when I arrived at New Orleans, in December. They were the Gen. Polk, the Ivy, the McRae and the Jackson. The floating battery "New Orleans," and the hired gun boat "Calhoun," I omitted to mention. They were also at Columbus in December. The Ponchartrain, the Maurepas and the Livingston were fitted out, as I before stated, in January and February, and sent to Columbus. The Ivy and the McRae returned to New Orleans in the month of January, I think, for repairs. They were subsequently sent back to Columbus. The Mobile and Seger were not on the river, but were employed in Berwick Bay, together with a small steamer that had been presented to the government, called the St. Marys. The floating battery, Memphis, was also at New Orleans without any armament.

*Question.* You refer to guns sent out for the Mississippi and Louisiana as being loaned to the army. Why, and by whom were they loaned?

Capt. M. I was in command of the station when the first 7-inch rifle gun arrived there. I was applied to by the army for the loan of that to be mounted on Fort Jackson. I acceded to the request on the express condition of a promise that it would be returned on being called for by the Navy, and with the understanding also, if we desired it, that the gun would be served by the Navy, while at Fort Jackson. Capt. Whittle afterwards lent another 7-inch gun to the Fort on the same condition. He had loaned also some 32-pound rifle guns to the river defence gun boats, popularly known as Montgomery's fleet. These guns

were afterwards called for to be mounted on the Louisiana and Mississippi; and they were promptly returned by the army, with the exception of one 7-inch gun, which was allowed to remain at Fort Jackson on the particular request of the commanding officer, and because the Mississippi for which it was intended, was not ready to receive it. The attack upon the fort too had commenced at that time. It was thought that under these circumstances, it would be more useful there in the defence of New Orleans, than if brought to the city.

*Question.* You refer to fire boats as having been prepared by the Navy. Do you know their character and number?

Capt. M. I do. They were the flat boats commonly used for coal upon that river. Their capacity generally is about 8,000 barrels of coal. There were also barges which are of a rather better construction than the flats, especially in their bows. The flat boats were generally broken up for fuel; the barges were kept down the river for coal. Eleven of these barges were given to the army to construct the raft after it was first carried away. We sent down, up to the 3rd of April, 14 fire boats to the army. After that, and before I left New Orleans, about ten or a dozen more must have been sent down. They were fitted with travellers, shackles and chains, so that they might be strung together and form a continuous line across the river. That was the design, to string them out in that way, or to string them together in pairs, and drop them athwart the bows of the enemy's vessels. These fire boats that were sent down were prepared for fire service with wood, fire, pitch and coal oil.

*Question.* You refer to the enemy's fleet which assailed New Orleans. Please state your judgment of its power and its character?

Capt. M. I think I have stated in my report to the Navy Department, my opinion of its power and character. But I shall repeat it now if required.

Mr. SEMMES. There is one thing; you did not mention in your report, that is, whether there were any iron-clad vessels in that fight.

Capt. M. I don't think there were. In regard to the power and character of this fleet, I think these vessels were of the most formidable kind in their construction and armament, that ever floated for their tonnage. They were fully manned by the most skillful crew. The enemy had unlimited resources in men and materials, and the men and materials were controlled by the most skillful, scientific and practical officers. Chain cables were bitted up and down the sides of the vessels, to protect them from rams or from shot, and I have no doubt, afforded a very effectual protection as far as it went. I think that any one of the five first class ships of war, could have effected the same destruction of our converted vessels, that the whole fleet had accomplished.

The CHAIR. Do I understand you to mean that one of these vessels was a match for all our fleet?

Capt. M. For all our converted vessels. There was one of ours, the Louisiana, that was nothing more than a battery. She could not pursue the enemy. In referring to the class of formidable vessels, I speak of the first class sloops of war. The vessels that passed the forts had all the heaviest armament. With the exception of a few boat howitzers mounted on their tops, they carried generally 11-inch shell guns, and 9-inch shell guns, besides rifle guns; probably not less in all

than 130. Besides the 21 vessels belonging to the mortar fleet, there were others that did not pass the forts.

The CHAIR. Do I understand you to mean that the vessels that passed the forts mounted altogether probably 130 heavy guns. What guns did the vessels below the forts mount?

Capt. M. I have no idea. They were small vessels—one was a sailing vessel, which they endeavored to tow up, but failed.

The CHAIR. The following letters are submitted to you as copies of letters that were sent to you. You will say whether or not you received them.

[COPY.]

“CONFEDERATE STATES OF AMERICA, }  
NAVY DEPARTMENT, Richmond, Feb. 24, 1862. }

Commander JOHN K. MITCHELL,  
*Commanding Station at New Orleans.*

SIR: The importance of having the ordnance and ordnance stores ready for the Louisiana and the iron-clad vessel being built by Mr. Tift in time, is apparent to you; and you will make all proper exertions to have guns and carriages ready.

If they cannot be finished in time otherwise, you will endeavor to stimulate the parties to work night gangs of men upon them. Lieut. McCorkle will relieve you of much of the labor attending this. You will keep the department advised of everything connected with this subject, which you may deem of interest, and every effort will be made here to facilitate your operations. You are relied upon for getting these batteries ready.

I am, respectfully, your obedient servant,  
(Signed,) S. R. MALLORY,  
*Secretary of the Navy.*”

The CHAIR. Did you receive that letter?

Capt. M. From the reading of the letter I think I did, but, of course, not having the letter with me, I cannot vouch for the exactness of the copy, nor the date. I have no doubt, however, but that the letter is correct.

Mr. SEMMES. Have you any remark to make about the letter?

Capt. M. The question is simply as to whether I received a copy of it. I have no doubt I did.

The CHAIR. I am instructed to ask you, did you receive the following letter?

[COPY.]

CONFEDERATE STATES OF AMERICA, NAVY DEPARTMENT, }  
Richmond, March 15, 1862. }

COMMANDER JOHN K. MITCHELL, *Commanding at New Orleans,*

SIR: I telegraphed you yesterday to consult with Gen. Lovell, and to take the gun boat Louisiana out of the hands of the contractors, if, in your judgment, they are not doing every thing practicable to com-

plete her at the earliest moment, and to go on and complete her yourself.

You will please, should you require mechanics, and are unable otherwise to procure them, to ask Gen. Lovell for details of men to work upon the boat. Not a day must be lost.

You will please adopt all means in your power to have rolling mills constructed, and contracts made for iron for covering vessels. The recent engagement in Hampton Roads convinces me that Tift's ship, if completed, would raise the blockade of every gulf port in ten days.

I telegraphed you yesterday as to building iron-plated vessels, the models and drawings of which constructor Porter will transmit to you, giving you full authority in the premises. I stated the dimensions of the vessel as follows: 150 feet keel, 34 feet beam, and 14 feet hold. These boats you may build by contract or otherwise, as your judgment shall dictate. The iron should be rolled in slabs or plates of not less than two inches thick, eight inches wide, and of the length required for the slope of the roof. The Secretary of War informs me that he will turn over such old scrap iron as his agents in New Orleans have secured. You will please inform me what time Clark & Co. will commence rolling, and what quantity and what dimension of iron they will produce. Should you find their establishment inadequate to the supply you will require, you will look immediately for additional resources, and to stimulate them, will make the advance which you have made to Clark & Co. Means should be provided by them for producing the iron in an exact and uniform manner.

I am, respectfully, your obedient servant,

(Signed,)

S. R. MALLORY,  
*Secretary of Navy.*

The CHAIR. Did you receive that letter?

Capt. MITCHELL. I have no doubt this is a correct copy of the letter which I received.

The CHAIR. That concludes the interrogatories on the part of the Secretary. If gentlemen wish to propound any question to the witness, they can do it now.

Mr. SEMMES. Your attention was called in the letter of February 24th, to the importance of having ordnance and ordnance stores ready for the Louisiana and the iron-clad vessel, which was being constructed by Mr. Tift—the Mississippi—what steps did you take under this letter to obtain what is mentioned in it?

Capt. M. I furnished, I think, the ordnance officer with a copy of that letter, with a view to his carrying out its requirements. We moreover conferred together every day, and he took occasion to visit all the establishments in New Orleans that prepared ordnance stores. He endeavored also to get them to cast guns for us, but was unable to get them to do it. We had promises from some that they would undertake the work; but nothing was done about the time of my leaving New Orleans. They supplied shot and shell as fast as they could, and we had enough for our purpose, though our requisition was not entirely filled. I would say that we had enough for our immediate use.

Mr. SEMMES. Did you notify the Department of your inability to get guns made in New Orleans?

Capt. M. I did. I notified the Department fully of the condition of things, and particularly in respect to guns.

Mr. SEMMES. Do you know how long that was after the reception of this letter? The date of this letter is the 24th of February.

Capt. M. It must have been before that—I am inclined to think so at least. I kept the Department constantly advised of my efforts there to get work done. These letters are now on file in the ordnance office or the Navy Department itself.

Mr. SEMMES. You desire then to refer to them as part of your answer?

Capt. M. I do.

Mr. SEMMES. This other letter of the Secretary to you is dated March 15th. In regard to rolling mills for the construction of which you are ordered here to adopt all means in your power; what did you do to accomplish that end?

Capt. M. I endeavored to get men to do it, but could get none except Clark. He told me he made preparations to roll, but at the time I was there he had not made a beginning; and from what I saw, I was afraid he would not have been able to furnish the iron required in time.

Mr. MAXWELL. Did you, in making these efforts, proffer the stimulants suggested by the Secretary of the Navy?

Capt. M. I did. We advanced Clark \$5,000 as a stimulant to push on the work.

The CHAIR. Did you employ or endeavor to employ all the means and resources that existed in the city of New Orleans to accomplish these ends?

Capt. M. I did, sir. I omitted no effort on my own part; and the officers who were with me were no less zealous.

The CHAIR. You said they did not cast the ordnance pursuant to your requisition. Did they decline to do it, or fail to do it from any deficiency of means, or because they could not fill all their orders and do that?

Capt. M. Bujac & Co. had the most extensive establishment there, and a very large quantity of the right kind of iron; but they refused positively to work for the Navy. I believe the reasons given by them I communicated to the Navy Department. They said the Navy were too particular in their inspection, and refused to receive any guns that they chose to cast after their own manner. The Navy required a certain inspection, from which they would not depart, and hence they refused to work for them.

The CHAIR. I will ask one question, as much to gratify my curiosity as anything else. You spoke of the breaking of this raft being caused by the accumulated drift wood and the strong current of the river together. It had been remarked that the enemy cut the chain cable. What is your opinion about that? Did they remove or help to remove the obstruction, or was it carried away by the drift wood and the strength of the current?

Capt. M. By both. It was chiefly carried away, I believe, by the strength of the current and drift wood. But, as I understood, the enemy came up there the night before I got there, and cut some of it. That I mentioned in my report. I would say in connection with the



answer to the question respecting ordnance, that one gun was cast there and offered to the Navy. It bursted, however, on the first trial. It was cast by Leeds. There were some other guns cast there before I had anything to do with the station, and put on board of our vessels, and I believe that some of them also bursted. There were some six or eight of them altogether—some were put on board the Maurepas, the Ponchartrain and the Livingston.

Mr. PHELAN. I would ask whether you would endorse the action of the Navy Department in refusing to accept guns cast in New Orleans except upon inspection?

Capt. M. Yes, sir, I would. The standing regulation of the Department in respect to the proving of ordnance, was somewhat relaxed on account of the pressing necessity for guns; and we all agreed that it was better to stand by guns of doubtful character, rather than have none for the defence of New Orleans; and the opinion of the officers then was, to receive these guns rather than have none at all.

Mr. PHELAN. That was before any were cast?

Capt. M. It was when we were endeavoring to get foundries to cast for us.

Mr. PHELAN. This willingness to stand by guns of doubtful character, you say was determined upon before any guns were cast. Was it determined upon with reference to the guns of Bujac?

Capt. M. Perhaps I went too far in saying "without inspection."

Mr. PHELAN. Don't you think that the rule adopted by the Navy Department, in refusing to accept any guns without inspection, was a good and just one?

Capt. M. I do, sir. But the Department authorized guns to be received by the Navy *not fabricated* in the manner prescribed by the established rule of the Navy. This does not imply that the prescribed *inspection* was to be changed. We were willing to relax our regulation with regard to the fabrication of them, because the founders assured us they could make them as strong in their mode as in our mode.

Mr. PHELAN. Were our misfortunes at New Orleans occasioned by the absence of any necessary guns on board these vessels?

Capt. M. No, sir; I think not. All the vessels that were down there had their guns. They were converted boats belonging to the river defence or Montgomery fleet. They had one or two guns each.

Mr. PHELAN. Could anything more be done with more guns?

Capt. M. Not in these vessels.

The CHAIR. As I understand, the Montgomery fleet was the fleet that was built by the City of New Orleans, or the State of Louisiana, independently of the Navy. It was not under the control of the Navy?

Capt. M. I think it was built by a special appropriation made by Congress.

Mr. SEMMES. It was an appropriation of a million of dollars made by Congress and put under the control of the War Department.

Capt. M. The State had nothing to do with the fleet. The State had two vessels—the Gov. Moore and the Gen. Quitman. These were under my command.

The CHAIR. What is your estimation of these boats. Would the Montgomery fleet, in point of invulnerability and power, be made to answer for the defence of the city?

Capt. M. I had supposed they might be partly available for that purpose. But I had never much confidence in them at all. They would have answered well as rams against the smallest class of the enemy's gun boats.

The CHAIR. Did Capt. Montgomery employ them at all as rams?

Capt. M. Capt. Montgomery himself was not down there. Capt. Stevenson commanded them.

Mr. SEMMES. You say that Bujac had plenty of the right kind of iron for these guns. This gun of Leeds you say bursted—was that made of the right kind of iron?

Capt. M. I don't know.

Mr. SEMMES. Do you know of what kind of iron any of the guns that bursted were made?

Capt. M. No, sir.

Mr. LYONS. State whether in your opinion it would have been practicable to defend New Orleans against such a force as was brought against it. If it would have been, by what means?

Capt. M. I think there was no means in command of the army or navy at that place, to defend it, or perhaps disposable in the Confederacy at that time.

Mr. BOYCE. Do you think that every thing was done that could possibly be done by the military and naval authorities from the very earliest period, to defend New Orleans?

Capt. M. I cannot say what was done prior to my going there. But while I was there from December, I am quite sure that every effort was made and all the workshops there kept very busy for the army and navy in preparing ordnance stores and casting guns. They cast some guns for the army, and some had also been cast for the navy when I got there. Whether the army did all in its power, I am unable to say. But from my conversations with army officers, I am inclined to think they did every thing in their power. I can say nothing in that regard, however, from personal observation, for my time was taken up with my own duties, and I had no opportunity for personal observation.

Mr. DUPRE. You said in reply to the question of the gentleman from Virginia, (Mr. LYONS,) that everything had been done, you believe, that could have been done by the army and navy at New Orleans, with the means at their command to defend the city, but that the means were not commensurate with the required means of defence. And you stated moreover, according to my recollection, that there was not means enough in the Confederate States to enable a defence to be made against such an attack as was made. I want to know if this is your meaning? I want to know whether you intended to state that there was not means in the Confederate States sufficient to resist the attack that was made in New Orleans? I want to know whether, in your opinion, the Confederate States had no means adequate to defend New Orleans against the attack that was made?

The CHAIR. The Chair feels it to be his duty to interpose at this point. I did not understand the question propounded by the gentleman from Virginia, (Mr. LYONS,) to have the latitude, which is given to it by the gentleman from Louisiana. I understood the question of the gentleman from Virginia to be this, whether in the opinion of the witness there was sufficient means in the naval and army service at New Orleans for the defence of the place?

Mr. LYONS. No, sir. I put the question in this form. Could New Orleans, in your opinion, have been successfully defended against such a force as was brought against it; and if it could, state by what means. The answer of the witness, as I understand him was, that in his opinion, New Orleans could not have been defended by any means that were under the control of the army or navy at New Orleans, or in the Confederacy at that time, as he believed. The witness did not mean to say that if all the means in the Confederacy was applied to that object it would be inadequate to its accomplishment. He meant to say, I understood him, that it could not have been accomplished by any means available at that time in New Orleans.

Mr. BARKSDALE. Did I understand the gentleman from Louisiana to say that the Confederacy had means enough at its command in New Orleans to defend that city?

Mr. DUPRE. I stated that the gentleman from Virginia, (Mr. LYONS,) had asked the question which he repeated this moment. The answer was understood by me to be that there was not means enough in the Confederacy to defend New Orleans. I wanted to understand from the witness whether his opinion was, that sufficient means did not exist in the Confederacy to accomplish that object against the character of the attack made upon that city. What the witness, it appears, intended to say was, that there was not in the control of the Confederacy at New Orleans at that time, sufficient means to defend the city.

The CHAIR. I want to know what you understand by the word "disposable?" Do you mean that the Government could not defend the city of New Orleans by the means then at command there, and that in order to defend it successfully, it would be necessary to divert the means of defence from other places, at the risk of exposing them to capture by the enemy?

Capt. M. That is what I mean.

Mr. BARKSDALE. I wanted to remark that the first question propounded by the gentleman from Louisiana, (Mr. DUPRE,) would be a very extraordinary one, for I should suppose the witness could not undertake to describe all the means at the control of the Southern Confederacy.

Mr. DUPRE. I intended to let the witness have an opportunity to make an explanation of the statement which he made, as I thought, without due consideration. He has explained his answer fully. In putting the question that I did put, I was actuated by a desire to afford the witness an opportunity of setting himself right.

Commodore HOLLINS was next sworn.

Mr. SEMMES. When were you assigned to the command at New Orleans?

Com. HOLLINS. The 1st of August, 1861.

Mr. SEMMES. Whom did you supercede?

Com. HOLLINS. Commodore Rousseau.

Mr. SEMMES. What was the condition of things when you arrived there—I mean in the Naval Department? What progress was being made in the construction of vessels?

Com. HOLLINS. The Livingston was in progress at that time. She was under contract by Commodore Rousseau with a Mr. John Hughes.

Mr. SEMMES. Was she a steamer or sailing vessel?

Com. HOLLINS. She had been commenced for a ferry boat, but was converted to a man-of-war.

Mr. SEMMES. You superceded Commodore Rousseau, you say, in the command.

Com. HOLLINS. Yes, sir.

Mr. SEMMES. When you went there, what instructions were given to you as to any preparations that were to be made?

Com. HOLLINS. None, sir. I was sent there to obey such orders as I might receive generally from the Department. Economy was rigidly to be enforced in everything.

Mr. SEMMES. When you got there did you make any suggestions to the Department as to what should be done, and ask authority to do it?

Com. H. I did, sir.

Mr. SEMMES. Were these suggestions in writing?

Com. H. They were.

Mr. SEMMES. About what time were they made?

Com. H. I cannot bring to my recollection the time. I think it was the latter part of August.

Mr. SEMMES. I presume of course, they are on file here.

Com. H. I believe they are, sir. All copies of documents retained by me went down with the McRae.

Mr. SEMMES. Then you refer to your correspondence on that subject as part of your testimony?

Com. H. I do.

Mr. SEMMES. How long did you remain in command at New Orleans?

Com. H. I think I was relieved by Commander Whittle about February, 1862.

Mr. SEMMES. What were the operations of the Navy Department during your administration, as to the purchase or the construction of vessels?

Com. H. We constructed two vessels on the lakes, and purchased five on the river. I may say six, for I seized the Manassas and paid for her afterwards.

Mr. SEMMES. Were there sufficient supplies purchased then?

Com. H. No, sir. There were very few purchased then. It was very hard to get them either from Richmond or in New Orleans.

Mr. SEMMES. Was not Mr. Beverly Kennon in New Orleans in charge of the ordnance department, at the time you were there?

Com. H. Yes, sir.

Mr. SEMMES. Did he not make a great many purchases?

Com. H. He did, sir.

Mr. SEMMES. I have heard that these purchases were ordered to be returned on account of extravagance.

Com. H. That I don't know.

Mr. SEMMES. Do you know whether they were returned?

Com. H. I do not know; but I think there was economy in purchasing when we did purchase, so much so, that for some things we were offered three times as much as we gave for them.

Mr. SEMMES. Did you not seize or purchase a large amount of coal?

Com. H. I seized it, but it was all returned again.

Mr. SEMMES. By whose direction?

Com. H. By orders of the Department.

Mr. SEMMES. Do you recollect what the quantity of the coal was?

Com. H. I do not.

Mr. SEMMES. You seized it in anticipation of the wants of the Navy?

Com. H. I did, sir.

Mr. SEMMES. What was the price of coal at that time?

Com. H. The price of coal by the barrel at that time was \$1 25 and \$1 50. I seized it and allowed a dollar for it.

Mr. SEMMES. After that time coal advanced in New Orleans?

Com. H. Yes, sir; very much.

Mr. SEMMES. Do you know why it was ordered to be returned?

Com. H. I supposed because it was thought improper for the government to seize it.

Mr. SEMMES. Did you have any control over the Louisiana or Mississippi in their construction?

Com. H. None at all.

Mr. SEMMES. Did you ever see the authority under which the parties constructing these vessels were acting?

Com. H. No, sir.

Mr. SEMMES. While you were in charge at New Orleans, did you have occasion to go up and visit the Mississippi?

Com. H. Whenever I did so, I did so merely from curiosity to see how the work was progressing.

Mr. SEMMES. When you went there, did the work seem to be progressing with rapidity and energy?

Com. H. I think so.

Mr. SEMMES. Did you see her before you went up from New Orleans!

Com. H. I was one of those who was present, and helped to launch her. In endeavoring to do so, we found she was bolted to her bed.

Mr. SEMMES. How did that happen?

Com. H. I left New Orleans before they got her off. I heard the reason she was not gotten off in the first instance was, that wooden bolts were put down through her into the bed below. This was done by some person to prevent her from being launched. I heard afterwards it was done by one of the foremen, who was discharged.

Mr. SEMMES. When did you leave New Orleans?

Com. H. I think on the 18th of April, about five days before New Orleans was taken.

Mr. SEMMES. But you operated in New Orleans some time before you brought off the fleet to go up to Columbus?

Com. H. That was, I think, about three months before that. It was about the time that Capt. Whittle relieved me in February.

Mr. SEMMES. You recollect Fort Donelson fell about the 14th. Was it before or after that time that you went up the river?

Com. H. It was about that time.

Mr. SEMMES. What vessels constituted your fleet?

Com. H. The McRae, the Livingston, the Maurepas, the General Polk and the Ivy.

Mr. SEMMES. Did you not have the Manassas at one time?

Com. H. She came part of the way up, but she was sent back again, having run aground and injured herself.

Mr. SEMMES. Were you engaged in conflicts with the enemy up the river?

Com. H. Sometimes. At New Madrid we were engaged off and on for nearly 17 days—night and day.

Mr. SEMMES. We have seen a telegraphic dispatch from the Navy Department to you, dated, I believe, the 14th of April, when you proposed to go down the river, countermanding that proposed movement. What motive had you in view in going down the river?

Com. H. I received a telegraphic dispatch from Captain Whittle, stating that the enemy were in force at the mouth of the river, and begging of me to come down, that my services were needed there.

Mr. SEMMES. Where did you receive the dispatch countermanding you?

Com. H. In New Orleans.

Mr. SEMMES. What was the condition of your fleet at the time you proposed to go to New Orleans, with regard to powder?

Com. H. I don't believe I had twenty minutes powder. I telegraphed before that, that I had but half an hour's supply. I used a great deal of powder before that time in engagements with the transports which brought provisions and ammunition up to the army.

Mr. SEMMES. Why did you desire to go down with your fleet to New Orleans?

Com. H. To whip the enemy out of the river. I felt confident I could do it.

Mr. SEMMES. Please tell us the means by which you proposed to accomplish it.

Com. H. I considered that our boats had a great advantage in going down the stream. They were completely guarded with iron on their bows, and not only that, I had 40 coal boats and I had 12,000 cords of lightwood, together with a large quantity of tar and stuffs of that kind to put on board of them. I should have gone with these fire boats on each side of my gun boats, and run them immediately on board the enemy. I should have gone below the forts and attacked them. I knew they were there in such numbers, that if I attacked them they would run foul of each other, and become so confused as to render them unable to do me any serious injury. I felt perfectly safe in going down. I knew the enemy never thought anything of passing fort Pillow, and they stopped to attack the fort because it was absolutely necessary for them to silence it before they could get their transports by. The gunboats were no use without the transports, and hence it was necessary to silence the fort to enable them to pass. Our boats could have come down the mouth of the river in three days. I felt confident I would have whipped the enemy.

Mr. SEMMES. In a narrow stream like the Mississippi, the inequality between your fleet and that of the enemy was in a great degree counterbalanced by the immense number of the enemy's fleet, the difficulty of motion from that cause, and your coming down stream?

Com. H. It was, sir. I had also a great advantage in having all my guns forward, whereas they could not use their guns until they

turned broadside, which would have thrown them across the river, thus crowding them together in inextricable confusion.

Mr. SEMMES. You would have possessed the advantage over them, you say, because of your guns being forward and their's on the side?

Com. H. Yes, sir; and not only that, but the fire boats would have stricken terror into them. If it were not for these fire boats, I would never have driven them out of the river in the first instance.

Mr. SEMMES. Your boats were iron in front—were they not?

Com. H. They were, sir.

Mr. SEMMES. Was the calibre of your guns equal to that of the enemy?

Com. H. Not quite; but they could be brought to bear upon their boats with powerful effect.

Mr. SEMMES. Was your machinery in good condition?

Com. H. Yes, sir; but, of course, not equal to theirs.

Mr. SEMMES. So that your main reliance was upon the narrowness of the stream, your guns being in front and your going down the river, while they were going up?

Com. H. Yes, sir.

Mr. SEMMES. How many guns could you have brought to bear upon the enemy?

Com. H. I suppose about 20. They could have brought to bear upon me at most only 8 or 9, unless they turned broadside, and that would have given me complete advantage over them, because they would have been in each other's way.

Mr. PHELAN. In case they should have turned their broadside to you, were their sides not protected by chains?

Com. H. I heard so; but I don't think that was any protection, because the chains were cut through.

Mr. SEMMES. Would you have gone down below the raft?

Com. H. I would have gone down below the forts, and not given them a chance to come up. I should have caught them at their anchors.

Mr. SEMMES. Did you come down the river from any apprehension of the vessels of the enemy passing our forts above?

Com. H. No, sir. I never dreamed of their passing the forts until their army could take them by land. I now refer to Fort Pillow.

Mr. SEMMES. The vessels above were iron-clad—were they not?

Com. H. Yes, sir, they could come by without any trouble—they wanted, however, to bring their transports, and that was their main object.

Mr. SEMMES. You said you received a telegraphic dispatch at New Orleans countermanding your projected movement down the river?

Com. H. I did, sir.

Mr. SEMMES. What did you do?

Com. H. I showed it to Gov. Moore and others; I told him what I thought I could do. I was subsequently informed by Capt. Whittle that Governor Moore and Gen'l Lovell and the Captain himself telegraphed to the Department to let me remain and make a dash at the enemy.

Mr. SEMMES. What was the reply?

Com. H. There was no reply. I waited 24 hours for an answer, but none was received. The first intimation I received after that, was a telegraphic dispatch to come on to Richmond immediately.

Mr. SEMMES. Did you come on?

Com. H. I did.

Mr. SEMMES. Did you see the Secretary of the Navy?

Com. H. I did. I received orders to be President of the board to examine Midshipmen.

Mr. SEMMES. Was this matter about your recall from the command a subject of any conversation?

Com. H. I said nothing about it.

Mr. SEMMES. Did the Secretary say anything to you upon the subject?

Com. H. Nothing, sir. I told him if I was allowed to do what I proposed, I should have whipped the squadron.

Mr. SEMMES. What did he say to that?

Com. H. He said nothing.

Mr. SEMMES. Where was your fleet when you were ordered from New Orleans here?

Com. H. At Fort Pillow. I could have gone back to it by rail in 24 hours from New Orleans.

Mr. SEMMES. How long would it have taken you to have gone back by water?

Com. H. Two days and two nights. Perhaps more.

Mr. SEMMES. What finally became of your fleet?

Com. H. It was burned, sir.

Mr. SEMMES. Where?

Com. H. At the mouth of the Yazoo river.

Mr. SEMMES. At the time it was burned, was it supplied with guns and ammunition?

Com. H. I think not. I think all the guns and ammunition were left at Fort Pillow. The fleet was then brought down to the mouth of the Yazoo river and burnt.

Mr. SEMMES. Was the burning to prevent them from falling into the hands of the enemy?

Com. H. So I have understood.

Mr. SEMMES. Was there a Court of Enquiry called upon the subject?

Com. H. Yes, sir, there is a court martial now whose verdict is about to be brought in.

Mr. SEMMES. You say you went to New Orleans in August, 1861, and left to go up the river in February, 1862. In that interval, was everything done by the Naval Department that could have been done for the purpose of defending the city of New Orleans?

Com. H. I think the idea of economy was carried rather to an extreme, in being very severe on me for giving a high price for powder.

Mr. SEMMES. What price did you give?

Com. H. I gave two dollars and two and a half a pound. It went up since to three dollars.

Mr. SEMMES. Could you purchase as much as you needed for two dollars?



Com. H. No, sir. I bought that powder at a favorable time when it was lower than it has been since. I ordered some powder since then at three dollars.

Mr. SEMMES. Did they revoke that order?

Com. H. They did, sir.

Mr. SEMMES. Did they order the powder delivered to you to be returned?

Com. H. No, sir. I kept what I got. The other order was revoked. They never got powder for less.

Mr. SEMMES. I asked you a general question, whether every thing had been done by the Navy Department for the purpose of defending the city of New Orleans that could be done in the construction or purchase of ships, &c.

Com. H. I think they did everything they could have done. They were in want of money sometimes; but I don't think the Navy Department was to blame for that. The Treasury Department was probably more to blame. The mechanics knocked off work sometimes for two and three days, for want of money. It became proverbial that they would not trust the navy, but they would the army. I have had every mechanic to knock off there at once for two or three days, right in the middle of the work. I then went round among the merchants and borrowed 40 or 50,000 dollars, promising to return it in a few days. I was mortified to death that they did not get it at the time I had promised to return it, and when it came, it came in bonds. They were unwilling to receive it in that form, preferring Louisiana money.

Mr. SEMMES. Were they willing to take Confederate money?

Com. H. Not very, sir.

The CHAIR. What money had you been purchasing materials with before?

Com. H. Louisiana money.

The CHAIR. And that was the money which had been furnished you by the Government?

Com. H. Yes, sir, until they commenced issuing Treasury notes.

Mr. SEMMES. Were you furnished an abundance of Confederate money? Does your remark apply to the deficiency of that money?

Com. H. Not at that time.

Mr. SEMMES. At what time?

Com. H. October and November.

Mr. SEMMES. I think I can explain the cause of the difference in respect to the circulation of Confederate money in New Orleans at the time referred to.

When they first commenced issuing Treasury notes, in consequence of the banks of New Orleans paying specie, Treasury notes did not circulate freely there. The people would take them; but at a discount of ten per cent., and that continued, until, by a pressure from the Government upon the banks, the banks agreed to suspend specie payments, which took place on the 16th of September. After that, when the banks commenced receiving on deposit Confederate notes, they were deemed just as good as any other, and circulated freely.

Mr. SEMMES. By whose order was the fleet taken up to Fort Pillow; and did you approve of the order when it was given?

Com. H. By order of the Department, and I approved it.

Mr. BARKSDALE. Do you think the defences of New Orleans were adequate to the defence of the city without your fleet?

Com. H. I never thought so. I felt confident it would fall without our fleet.

Mr. BARKSDALE. Why then did you approve of sending that fleet up the river?

Com. H. Because the enemy's fleet was not off the harbor then.

Mr. BARKSDALE. Did you apprehend that the enemy's fleet above would come down the river and take New Orleans?

Com. H. I never dreamed they would. I felt that they would attack the city from below.

Mr. BARKSDALE. Why then, I desire to know, did you send your fleet up the river?

Com. H. To prevent them from coming down. There being no great use for my fleet at New Orleans at the time they were there, the enemy having made no demonstration from below, it was deemed best to take it up the river. The appearance of the enemy below, was very precipitate, and I might say, unexpected. They got there almost within three or four days. Another thing; when I went up the river the first time, I felt as if I was going to do something. There were no gun boats of any importance up there. Had Gen'l Polk carried out my suggestion then, there would not have been an enemy's vessel in the Tennessee river. About the time I got there, they were bringing down all their heavy guns from up the river, on board the Mary Denning and others. They sent the guns down in flat boats, to be put on board the Mary Denning at Cairo. I suggested to Gen'l Polk to send up 1,000 or more men, to engage the two forts lying between me and Cairo from the shore, and thus divert attention from my operations on the river. This he declined doing. I was satisfied that without the co-operation of a land force, any effort on my part would be useless. With this co-operation, I am satisfied I would have captured the vessel with all the guns.

Mr. BARKSDALE. Were you subject to Gen'l Polk's orders?

Com. H. No, sir; but I was anxious to co-operate with him in every movement offering a hope of good results; and I was desirous that he would co-operate with me. To take my three little gun boats on this enterprise without the co-operation asked for, would be to throw them away.

Mr. BARKSDALE. Did your fleet consist altogether of three boats?

Com. H. At that time it did.

Mr. BARKSDALE. The cause of your failure then to carry out your purpose, was the refusal of Gen'l Polk to co-operate with you?

Com. H. Yes, sir.

The CHAIR. What was the cause of your leaving your squadron at Fort Pillow, and going to New Orleans?

Com. H. The receipt of a telegraph from the officer in command there, begging of me to come down, that the enemy's fleet was at the mouth of the river.

The CHAIR. You were not subject to any orders at the time.

Com. H. No, sir, except the orders from the Department to remain there.

The CHAIR. What persons offered three times the price you paid for ordnance stores?

Com. H. I was only told that by persons in my office. I do not say it of my own knowledge?

Mr. BARKSDALE. You spoke of having a large quantity of light-wood—what became of it?

Com. H. I left it down at Fort Jackson, and the Yankees got it.

Mr. BARKSDALE. What became of the raft that was constructed across the river?

Com. H. I understood from Capt. Mitchell that the Yankees came up and cut it.

Mr. BARKSDALE. You spoke of a bolt being driven through the bottom of the Mississippi into her bed, which caused a delay in launching her. Would the vessel have been saved, if that bolt had not been driven in?

Com. H. That was discovered only the day before she was launched, and did not interfere with her safety in the least. I was under telegraphic orders to come on to Richmond at the time she was being launched. She was the greatest vessel in the world. I don't suppose there ever was such a vessel built.

The CHAIR. You state there was a deficiency of gun powder.

Com. H. There was, sir.

The CHAIR. Was there a sufficiency of it in the State which might have been procured?

Com. H. I doubt if there was. I believe the army was much better supplied than we were.

The CHAIR. Did you reject any offers of powder made to you?

Com. H. No, sir. I received offers from parties to go to Cuba and purchase powder after I received this lecture from the Department, stating that I paid too much for what I bought. Of course I refused the offer.

The CHAIR. Was there any powder manufactured at New Orleans or that vicinity?

Com. H. No, sir; the army got up a couple of mills there since then.

Mr. DUPRE. You state in answer to the question of the gentleman from Mississippi, (Mr. BARKSDALE,) that you were not under the control of Gen. Polk, and that you had full power to act as commodore of the fleet. At the same time I understood you to say that you could not undertake to take these vessels without the co-operation of troops by land from Gen. Polk's command, to divert the attention of the enemy from your purposes.

Com. H. Yes, sir.

Mr. DUPRE. You speak of rafts. Did you or did you not know that the first raft that was put there was entirely destroyed by high water and drift wood?

Com. H. I think it was.

The CHAIR. How many guns did you have in your squadron altogether?

Com. H. When I left Columbus I had five boats—four carried nine guns each, and the fifth carried two.

The CHAIR. What was their calibre?

Com. H. Seven and a half inch rifle and 8-inch smooth bore.

The CHAIR. Were all these boats iron-plated?

Com. H. Only in their bow—they looked very much like a cow-catcher. This was intended not to guard the men at all, but as a protection to the machinery.

Mr. DUPRE. You stated that they were not iron plated at all, but that the machinery was protected?

Com. H. That was the only protection afforded—the hull was not protected.

Mr. DUPRE. You stated that you had four boats with 9 guns, and one with but 2—making 38 altogether. I understood you to state that you could bring 40 guns to bear upon the enemy.

Com. H. I stated that I could bring 20 guns to bear upon the enemy's vessels going down.

Mr. PHELAN. I desire to ascertain the time at which you were present in New Orleans. You left there, you say, in February, and went up the river; you then returned in April in consequence of a telegraph from Capt. Whittle, and remained there a few days, when you were ordered to Richmond. Here you were put at the head of the court—where was that court held?

Com. H. Here.

Mr. PHELAN. Did you return to New Orleans again?

Com. H. Not since.

Mr. PHELAN. How long did you remain in New Orleans after the receipt of the telegraph from Capt. Whittle?

Com. H. About 5 days at one time.

Mr. PHELAN. With reference to the ordnance stores, a sufficient supply of which you did not think was in New Orleans while you were there—do you know whether, when the fight commenced, there was any deficiency of ordnance stores with the fleet?

Com. H. I don't know.

Mr. PHELAN. You speak of having seized a large quantity of coal, and of some complaint being made—did the citizens of New Orleans complain of that coal being taken?

Com. H. They did, sir.

Mr. PHELAN. With reference to the supposed deficiency upon the sides of the enemy's fleet, you speak only of what you heard. With reference to the character of this deficiency, the officers who were in command of the fleet at the time of the combat would, of course, be much better judges of the character of this deficiency than yourself?

Com. H. I have no doubt they would.

Mr. BARKSDALE. Who succeeded you in command of the fleet?

Com. H. Commander Pinckney. I was the senior officer; but I turned the squadron over to no person.

Mr. DUPRE offered the following resolution, which was adopted:

*Resolved by the Committee,* That the Secretary of the Navy be requested to furnish all correspondence between Capt. Hollins and the Navy Department.

The Committee then adjourned until half-past 9 o'clock on Monday.

MONDAY, SEPT. 15, 1862.

The Committee met at half past 9 o'clock, pursuant to adjournment. Present—Messrs. Clay, (Chairman,) Semmes, Foote, Maxwell, Dupre, Peyton, Barksdale, Lyons, Phelan and Boyce.

MESSRS. SEMMES, BOYCE and FOOTE were absent at the conclusion of the Committee's sitting.

Mr. FOOTE. I beg leave to apologize to the Committee for my absence from its sittings on the two preceding days. I came here the other day, and was informed that three of the Senators declined serving. There was then a prospect of the Committee being dissolved, and I therefore did not come on the two succeeding days. I heard of no action being taken by the Senate towards filling up the Committee until Saturday last. Had I been aware that the Committee was previously organized, I should certainly have been in attendance.

The CHAIR. Your excuse is very satisfactory.

The testimony of Capt. Mitchell was then read to him, after which the following interrogatories were put to him:

The CHAIR. You say you advanced Clark & Co. \$5,000—was it not \$10,000?

Capt. MITCHELL. My opinion was \$5,000—there were two objects for which we were authorized to offer this encouragement—one for establishing a rolling mill, another for casting guns. My correspondence to the Department will show all my action in relation to this matter. I do not remember distinctly for which of these two objects this money was advanced.

Mr. BARKSDALE. I will ask how many vessels were used in towing the Mississippi up the river?

Capt. MITCHELL. I don't know anything about that.

Paymaster FELIX SENAC was next sworn.

The CHAIR. You are a paymaster in the Navy, I believe.

Mr. SENAC. Yes, sir.

The CHAIR. When did you enter upon the duties of that office?

Mr. SENAC. Some time in August, 1861.

The CHAIR. Have you, during your period of service, wanted funds at any time to pay any just demands made against the government?

Mr. SENAC. The only occasion when I wanted funds was, when I first went to New Orleans.

The CHAIR. When was that?

Mr. SENAC. About the beginning of Sept., 1861. If you will allow me, I will state the matter fully. I came here and received orders to go to New Orleans to disburse for the Messrs. Tift, and was informed at the Department that I would find a draft there. When I arrived at New Orleans, a few days after, I received a draft on the treasury at Richmond for \$75,000; but found it impracticable to have the draft cashed at New Orleans.

The CHAIR. And that was the reason of the deficiency of funds?

Mr. SENAC. Yes, sir.

The CHAIR. Was there no other deficiency of funds that you are advised of, except in that way?

Mr. SENAC. None, sir.

The CHAIR. Do you know of your own knowledge of any labor being suspended, or any contractor ceasing to carry on his contract because of the want of funds?

Mr. SENAC. I do not, sir.

The CHAIR. How long did you remain at New Orleans?

Mr. SENAC. I was there up to the 25th of April last.

Mr. SEMMES. You were not paymaster for the station at New Orleans.

Mr. S. No, sir. I was disbursing for the Louisiana, the Mississippi and a steamer built at Memphis.

Mr. SEMMES. The remarks that you made apply exclusively to the disbursements for these vessels?

Mr. S. And the ships built by Mr. Hughes.

Mr. SEMMES. How many did he build?

Mr. S. He was building two. I paid him \$40,000 before I left New Orleans.

Mr. SEMMES. Then you know nothing of any deficiency in any other case, except in regard to these vessels.

Mr. S. Nothing at all.

Mr. SEMMES. There was another paymaster at New Orleans—Paymaster Nixon.

Mr. S. Yes, sir. I will say that so far from wanting money, I had more of it on hand than was convenient. When I left New Orleans I had \$600,000 to my credit there.

Mr. SEMMES. How was this disbursement made. Upon whose order did you pay out money?

Mr. S. I paid it out upon the certificate of the Messrs. Tift. For the Louisiana, I disbursed upon orders from the Department, and also for the steamers at Memphis.

Mr. SEMMES. How with Mr. Hughes?

Mr. S. There was one payment made upon the certificate of Mr. Hughes, based upon sub-vouchers furnished by him. The other, I paid upon the order of Capt. Whittle.

Mr. SEMMES. What do you mean by the certificates of the Messrs. Tift?

Mr. S. The bills of prices were made up by the parties who furnished articles, and the Messrs. Tift certified as follows: "We certify that the articles enumerated in the above account have been received, and that the services performed and the prices charged are just and reasonable."

The CHAIR. You paid the bills to those who sold the articles, and not to the Messrs. Tift.

Mr. S. Yes, sir.

Mr. MAXWELL. With reference to these bills, did you examine them as to the reasonableness of the prices?

Mr. S. I did examine them. It was impossible for me to determine in all cases whether the prices were reasonable or not. The prices went up so rapidly because of the scarcity of articles necessary for us there, as to make it impossible to fix a price. The Tifts being in consultation with other good judges, were, I should think, fully competent to determine what was a fair price, according to the prevailing rates. In some cases very large deductions were made.

Mr. MAXWELL. Upon your suggestions?

Mr. S. Partly, and by the Messrs. Tift themselves. Since the evacuation of New Orleans, I paid two bills upon which a considerable reduction was made. In one instance, \$3,000 was taken for a bill furnished for \$9,200. In another case a man presented a bill for \$8,000 and some odd hundred dollars, for which he took \$5,000.

Mr. MAXWELL. Were these bills certified to?

Mr. S. They were, sir, after the deductions were made.

Mr. DUPRE. Did you ever pay any money directly to the Tifts?

Mr. S. I paid them their personal expenses.

Mr. DUPRE. On their own warrant.

Mr. S. Yes, sir.

Mr. MAXWELL. Have you any recollection as to what the amount was?

Mr. S. Yes, sir. From July, when their services commenced in the Department, as near as I remember, to the 14th of May—the date of the last payment I made them, I paid Mr. Asa Tift a little more than \$1,900, and to Mr. Nelson Tift, 1,400, and from the 14th of May, up to two weeks ago—

Mr. MAXWELL. That is not necessary. It is enough to know that these payments were made in connection with the work at New Orleans.

Mr. S. They were made on account of traveling expenses, and of course in connection with the work upon which they were engaged.

Mr. MAXWELL. All the other money, except the amount advanced to them for personal expenses, was paid directly to parties from whom purchases were made?

Mr. S. Yes, sir. The vouchers in the Department will show that.

Mr. BARKSDALE. Was extra compensation offered at any time for expediting the work?

Mr. S. Yes, sir. After the work on the Mississippi had been going on for two months, all the ship-carpenters struck for higher wages. They demanded a dollar a day more than they were receiving. After a delay of two days, the Tifts agreed to this demand against the opposition of all the ship builders in New Orleans, Mr. Hughes particularly. He was building ships under contract, and he regarded it as a great injustice to advance the wages of the ship-carpenters. The Tifts stated that a delay of even a day would be incurring, perhaps a great risk, and that they preferred paying the amount demanded, than incur that risk. They had no discretion, and were compelled to submit. They paid \$4 a day, and the wages subsequently advanced to \$4.50.

Mr. BARKSDALE. Was there a deficiency of workmen?

Mr. S. Always.

Mr. BARKSDALE. Was every effort made to procure men?

Mr. S. Yes, sir. I myself endeavored to procure them. Every effort was made both by advertising and sending out agents to procure workmen, but with little success.

Mr. BARKSDALE. Was the work delayed on account of the difficulty of getting workmen?

Mr. S. I think so. It was also delayed on account of the difficulty of getting materials.

Mr. BARKSDALE. What kind of materials?

Mr. S. Timber principally.

Mr. BARKSDALE. Were all proper means resorted to, to get these materials?

Mr. S. They had two or three men constantly going up the road to get materials.

Mr. MAXWELL. How were they getting their timber—fresh out of the wood, or already cut?

Mr. S. Fresh. There was no timber already cut.

Mr. BARKSDALE. Did the Tifts receive any part of the compensation for constructing the vessel?

Mr. S. They received nothing at all except their personal expenses. They had very great solicitude for the completion of the vessel. From my conversations with them, I learned from them that they expected to make a name for themselves by finishing that ship.

The CHAIR. They had no pecuniary interest in forwarding her to completion?

Mr. S. None at all, sir.

The CHAIR. Did you know the Tifts previous to this contract?

Mr. S. I did, sir.

The CHAIR. Have you known them for some time?

Mr. S. I have known Asa Tift since 1847.

The CHAIR. Was there any relationship by blood or marriage between them and the Secretary of the Navy?

Mr. S. None at all, sir.

The CHAIR. On what authority do you say so?

Mr. S. Because I know the families on both sides pretty familiarly.

Mr. FOOTE. Was either of them engaged with Mr. Mallory in business?

Mr. S. They were not.

Mr. FOOTE. Don't you know the contrary of that?

Mr. S. I do not, sir.

Mr. FOOTE. Where did you know the Tifts?

Mr. S. I knew Mr. Asa Tift at Key West.

Mr. FOOTE. Would you have been able to know if any business connections existed between the Tifts and Mr. Mallory?

Mr. S. I would

Mr. FOOTE. They are very intimate—are they not?

Mr. S. I believe so.

Mr. FOOTE. Where are the Tifts from—where were they born?

Mr. S. I believe in Mystic, Connecticut.

Mr. BARKSDALE. How long have they resided in the South?

Mr. S. I think since they were 10 years old—one of them I know has been a resident of Georgia for 30 years.

Mr. FOOTE. Where are the estates of these gentlemen located?

Mr. S. Mr. Nelson Tift owns a large property in Georgia. Mr. Asa Tift owns considerable property in Key West.

Mr. FOOTE. That property is in the hands of the Federal Government, is it not?

Mr. S. So I heard.

Mr. FOOTE. Do you know that that property is under the special protection of that Government for his benefit?

Mr. S. I have every reason to believe it is not.



Mr. FOOTE. What is your reason for so believing?

Mr. S. I know that Mr. Asa Tift had some money in the hands of Messrs. Maitland & Co., which was paid over by that firm to the Federal Government

Mr. FOOTE. How do you know that?

Mr. S. By letters which I saw from Mr. Wall, of Key West.

Mr. FOOTE. How did this Mr. Wall know anything about them?

Mr. S. There was an intimacy between Mr. Tift and Mr. Wall in business matters, and there was also an association between the principal merchants there, which had been called the "holy alliance."

Mr. FOOTE. Did you not get this information from Mr. Tift himself?

Mr. S. I got it from a letter I saw in the hands of Mr. Tift.

Mr. FOOTE. Have you got the letter?

Mr. S. No, sir. I saw a statement in keeping with this in the newspapers.

Mr. FOOTE. Have you got the paper?

Mr. S. No, sir.

Mr. FOOTE. What paper did you see it in?

Mr. S. I think I saw it in some of the Southern papers, and perhaps in a Northern paper.

Mr. FOOTE. Is Maitland a countryman of his?

Mr. S. I don't understand you.

Mr. FOOTE. Is Maitland a brother Yankee?

Mr. S. I don't know where he was born.

The CHAIR. I will ask your nativity?

Mr. S. I was born in Florida.

Mr. LYONS. What has been the general character of the Tifts in society since you have known them, up to this time?

Mr. S. They have always occupied the highest position that any men could occupy in the community.

Mr. LYONS. Has either of them been engaged in political life?

Mr. S. I think not. They have had their opinions in politics, however. Mr. Asa Tift was a member of the Florida Convention, and voted for secession.

Mr. LYONS. Do you know whether Mr. Nelson Tift was a member of the Georgia Legislature?

Mr. S. I cannot speak upon that of my own knowledge—I heard so.

Mr. FOOTE. Was he a supporter of Mr. Mallory?

Mr. S. I don't know.

Mr. FOOTE. Had he any holy alliance with him, as you called this alliance of merchants awhile ago?

Mr. S. I don't know, sir.

Mr. MAXWELL. Are the Tifts energetic men?

Mr. S. I think they are.

Mr. MAXWELL. Has the one living in Key West, been engaged in the shipping business?

Mr. S. He has had ships repaired that come there.

Mr. BARKSDALE. What was the standing of the Tifts as Southern men?

Mr. S. I never heard their loyalty questioned.

Mr. FOOTE. Is it, in your judgment, a conclusive proof of a

man's being entirely a man of public and private integrity, that he voted for secession?

Mr. S. Not at all. I don't think it is conclusive of any such thing.

Mr. BARKSDALE. I understood you to say that these gentlemen possessed the confidence of the community in which they lived, as true, loyal Southern men?

Mr. S. Yes, sir, in an eminent degree.

The CHAIR. Had they unquestioned character for integrity?

Mr. S. They had, sir.

Mr. DUPRE. Was Mr. Asa Tift engaged in banking operations in Key West?

Mr. S. Not that I know of.

Mr. SEMMES. What was the occupation of Mr. Nelson Tift prior to his undertaking the construction of this vessel?

Mr. S. He was largely engaged in the building of railroads in Georgia and Florida.

Mr. SEMMES. What was the occupation of Mr. Asa Tift prior to his engaging in this work?

Mr. S. He was in business in Key West.

Mr. SEMMES. He was engaged in purchasing wrecks, &c.?

Mr. S. There are a limited number of wharves for discharging cargoes at that place. A large number of ships come there annually in distress, and their cargoes are generally discharged to enable the necessary repairs to be made in them. His business was storing these cargoes in his warehouse and repairing ships.

Mr. SEMMES. Did he conduct the repairing himself, or make a contract in lump for storing the goods and repairing the ships?

Mr. S. The whole matter is controlled by the admiralty court in that place. The court determines the rate of charges.

Mr. SEMMES. Did he have a ship yard there to repair these vessels, or did he give them out by contract?

Mr. S. He superintended the work himself, and carried it on himself.

Mr. SEMMES. You say the bills were docked by the Messrs. Tift before they were paid. You only mentioned two bills as being paid after the fall of New Orleans. Do you know whether they docked any bills anterior to the fall of New Orleans?

Mr. S. They did several. One bill was for timber by the house of Hammond & Co., which I paid. One of the partners in that house was an employee of the New Orleans and Jackson Railroad.

Mr. SEMMES. Do you recollect any other?

Mr. S. No, sir.

Mr. MAXWELL. I want to know if you remember the aggregate amount of money you paid out on account of the Mississippi?

Mr. S. I made a statement to the Navy Department some time ago of her cost, from the data in my possession, which was imperfect, from the fact that it was commingled up with payments made for materials for two other steamers which were ordered to be built. The cost of the Mississippi amounted to some \$468,000. Since that I had a conversation with the Messrs. Tift, and they satisfied me that \$70,000 were paid for materials for other ships that were to be built, which should be deducted from this amount, leaving \$397,000 as the actual cost of the Mississippi.

Mr. MAXWELL. Would you suppose that that is a large amount for that size vessel.

Mr. S. I would not like to express an opinion, for I am really no judge of such matters.

Mr. SEMMES. Does this \$397,000 include the cost of her armament?

Mr. S. No, sir. It was for the work on the hull, machinery, and the iron for her roof, which cost alone \$124,000.

Mr. DUPRE. Was all the iron there at the time of her destruction?

Mr. S. The largest portion of it was in New Orleans. The remainder of it was on its way to New Orleans.

Capt. ARTHUR SINCLAIR was next sworn.

The CHAIR. You had control of the Mississippi at New Orleans?

Capt. SINCLAIR. I had the command of her.

The CHAIR. When did you reach New Orleans?

Capt. SINCLAIR. On the 3d of last April.

The CHAIR. What was the progress of the work on her after you reached there?

Capt. SINCLAIR. They were getting on with her very rapidly. My stay there was to the 25th of April.

The CHAIR. Did they employ all the hands that could be procured upon her?

Capt. SINCLAIR. Yes, sir; quite as many as could be engaged upon her to advantage.

The CHAIR. There is a limit beyond which laborers would be in each other's way?

Capt. SINCLAIR. Yes, sir.

The CHAIR. Were the required materials of wood and iron on hand?

Capt. SINCLAIR. There was a great deal on hand; but some of the iron had not arrived when I left there.

The CHAIR. Were all necessary and proper efforts made to procure the materials for that vessel?

Capt. SINCLAIR. As far as my observations went while I was there, everything went on very rapidly. Indeed, I thought the greatest desire was evinced by everybody employed upon her, to get her ready with all possible despatch.

The CHAIR. Was any desire expressed by the vigilant committee or any citizen of New Orleans, to have her launched sooner than she was?

Capt. S. There was.

The CHAIR. Was this wish complied with?

Capt. S. No, sir. It was deemed advisable to leave her on the stocks until she got her propellers and shafts on board. To have gotten her in the water before that would, in my opinion, have very much retarded her completion. When, however, it was expected the enemy would pass the forts, we then advised her to be launched.

The CHAIR. Why did you then advise it?

Capt. S. Because I thought the only chance of keeping her out of the hands of the enemy was to have her in the water, so that she might be carried up the river, if possible, or destroyed in case of a failure to take her up.

The CHAIR. Were efforts made to get her up?

Capt. S. Yes, sir.

The CHAIR. What effort?

Capt. S. On the morning of the 24th, I employed, through the Messrs. Tift, the only two steamers then available—the St. Charles and the Peytona, to come immediately to the ship and endeavor to get her up the river. They did not come, however, until a late hour. During that day I was employed getting everything I could on board the ship, with a view to finishing her up the river, if possible. The steamers came about 8 o'clock at night, and made as an excuse for their failure to come earlier, the want of engineers and hands. There was a great deal of confusion in the city at the time. I furnished the steamers with hands and an engineer, and after some difficulty we started. But we found it impossible to do anything with the vessel on account of the strong current. There was a freshet at the time, and this rendered the current much stronger than usual. We tugged at her the whole of that night unsuccessfully, for instead of making any headway we lost ground considerably. Before 4 o'clock the following morning, Colonel Beggs, one of the vigilance committee, came on board, and offered me assistance in the shape of additional steam power, which he said would be ready at 4 o'clock, and which I willingly accepted; but they never came. I then made fast the vessel and went up to the city myself in the Peytona, for the purpose of getting additional steam power. I left an officer on board, Lieut. Waddel, and the naval constructor, Pearce, with orders if the enemy hove in sight during my absence, not to wait for me but to fire the ship. I went to the city and endeavored to get additional steam power. I found on getting there that the crews of the vessels had left them. The captains of some of them informed me that they went to look after their own private concerns. While there, I saw the enemy coming up, and then I regarded the case as hopeless. I started back to the Peytona for the purpose of returning to the ship and setting her on fire. As I got round the point, I saw the flame issuing from her, and was satisfied that all was right.

This is the state of things as they transpired that morning. I saw it was impossible to get the ship up, and I fired her according to my orders from Capt. Whittle, to prevent her falling into the hands of the enemy.

The CHAIR. Had you any orders in regard to the disposition to be made of that vessel?

Capt. S. No, sir. Capt. Whittle sent for me on the morning of the 24th, and stated to me that the enemy was coming. He asked me what was to be done? I said, try and get her up the river, and in case it was found impossible to do so, to burn her. I am of the opinion that if we had gone up the river we would have been captured. We could not possibly get her up fast enough to take her out of the enemy's way. They knew all about her. They came up to the ship before that and saw that she was in a fair way of being destroyed, and then returned. They would, I am satisfied, have followed her up the river, had we gone there; and before we could have cast the hawsers they would have captured her; nor would it be possible for us to have fired her in time.

The CHAIR. Why did you delay removing the vessels until the 24th?

Capt. S. There was no special cause to remove her before then. We were going on rapidly with the work, and to have taken the ship away would have retarded the work a great deal. We were not aware that the enemy were coming as soon as they did come, and we deemed it best to keep her as she was and try if possible and finish her before the enemy would advance upon us.

The CHAIR. Could the work have been prosecuted as rapidly anywhere else?

Capt. S. No, sir; there was no place of safety within 800 miles of New Orleans. I allude to Memphis.

The CHAIR. What was the draft of the vessel?

Capt. S. She would have drawn about 14 feet. I think her draft, when I left her, was about 12 or 12½ feet. She had no guns and no ammunition of any sort. Her guns had arrived there, but they had been taken for the Louisiana, and another battery was ordered for her, and was on its way. I met it at Jackson, after the ship was burned, when on my way to Richmond. The Messrs. Tift were under the impression that they would have finished the ship in the course of two or three weeks; but my opinion was and is now, that she could not have been completed sooner than the 1st of July, if then. She had the main propeller in, and the other two were lying on the wharf. I endeavored to get them on board, but I found it impossible to do so. The enemy was so close up that I had to leave them behind. I did transfer a great deal of the materials to the steamer that remained by her and took it up to Vicksburg. The ship had no iron upon her shield, as it is called. Some of the iron had been laid upon the shield but not bolted down. Her rudder was not on; her ports were not completed, and I am satisfied she could not have been completed sooner than the 1st of July. She was a formidable ship—the finest of the sort I ever saw in my life; she would in my opinion not only have cleared the river of the enemy's vessels, but have raised the blockade of every port in the South.

Mr. DUPRE. When did you take control over the Mississippi?

Capt. S. On the 3d day of April.

Mr. DUPRE. Did I understand you to say that you had no control of the ship from that time otherwise than being appointed to command her?

Capt. S. I was superintending her, but not fully in command.

Mr. DUPRE. I want to know when you took upon yourself to give your orders for her removal or destruction?

Capt. S. I merely reported for command—she was entirely under the control of the contractors. I received orders from the commander of the station, Capt. Whittle, to save her if possible, and in case of a failure to do so, to destroy her, so as to prevent her falling into the hands of the enemy?

Mr. DUPRE. Had you assumed such control over her as that it was not necessary for you to ask for any order from Capt. Whittle to destroy her?

Capt. S. I would have destroyed her under the circumstance without order from Capt. Whittle.

Mr. DUPRE. Did you take any measures before the morning of the 24th, to get steamers to take the vessel up?

Capt. S. I had two steamers engaged for several days before—the Peytona and the St. Charles. When I applied for them, I was informed that they were taken by order of Gen. Lovell; whereupon I went immediately to Gen. Lovell and had the order rescinded.

Mr. DUPRE. It was only on the night between the 24th and 25th that you endeavored to take the vessel up?

Capt. S. It was on the night of the 24th. I ordered the boats in the morning, but they did not get there until night. The reason offered by them for the delay was, that they could get no engineers; and there was great indisposition on the part of all to aid me—particularly the St. Charles.

Mr. DUPRE. There was no attempt made by you previous to the 24th, and the night of the 24th, to remove the vessel?

Capt. S. None whatever. We had no desire to remove her.

Mr. DUPRE. What was your opinion of the capacity of steam vessels to pass land batteries or forts?

Capt. S. I believed that these vessels would pass, and I believe that they can always pass unless there are obstructions.

Mr. DUPRE. Were there obstructions?

Capt. S. There had been, but I believe they were swept away by the current. I never have been down to the mouth of the river, and I only speak about this obstruction from information furnished me.

The CHAIR. Do you consider that there were strong objections against removing the vessel until the time you did?

Capt. S. I consider there were. It would delay her completion many weeks, if not months. I was anxious to go on with her, and, if possible, finish her in time to meet the enemy.

Mr. DUPRE. Did you have any orders from the Captain of the station before the 24th, as to what should be done with her? Did you have any orders to launch her before then?

Capt. S. No, sir.

Mr. DUPRE. Did you have any orders from the Navy Department to that effect?

Capt. S. No, sir. On the contrary, I had orders from the Department to work at the ship night and day, and to spare neither money nor men.

Mr. DUPRE. Did you receive any orders from the Navy Department from the 3d to the 25th of April?

Capt. S. I did, sir; and they were all to the same effect, to hurry up the work.

Mr. DUPRE. Do you know Capt. Ellis, of Louisiana?

Capt. S. I do.

Mr. DUPRE. Will you tell me whether Capt. Ellis came to New Orleans some two or three weeks before, with a number of country carpenters, negro blacksmiths and others to assist the progress of the work on the Mississippi?

Capt. S. I think he did. He also offered to assist us in getting hands for the vessel. I accepted his services very cheerfully.

Mr. DUPRE. Do you know how many he brought there?

Capt. S. I don't know.

Mr. DUPRE. Do you know how long before the destruction of the ship he was there?

Capt. S. About a fortnight or ten days.

Mr. DUPRE. Was he present when the efforts were made that night to take the boat up?

Capt. S. Yes, sir.

Mr. DUPRE. Was he not on board the Peytona himself?

Capt. S. I think he was.

Mr. DUPRE. Did you have any conversation with him in relation to getting other vessels, or giving up the idea of taking the ship up with the two vessels?

Capt. S. I don't remember.

Mr. DUPRE. He seemed to take a very deep interest in saving the ship—did he not?

Capt. S. He did, sir.

Mr. DUPRE. Do you know when he left the city?

Capt. S. No, sir.

Mr. DUPRE. Did you go up in the Peytona?

Capt. S. I did, sir. I laid up in the Peytona when the ship was fired until I saw the roof fall in, to satisfy myself that she was well burned.

Mr. DUPRE. You are aware that the forts had been bombarded for a week or ten days before the 24th?

Capt. S. Yes, sir.

Mr. FOOTE. You say there was no other place in the Confederate States where such a ship could have been built.

Capt. S. No, sir. I said there was no place of safety to which I could have carried her.

Mr. FOOTE. Was there no river to take her up?

Capt. S. No, sir.

Mr. FOOTE. Could she not have been carried to the Yazoo river?

Capt. S. She might; but she would have been caught before she got there. Besides there were no guns there.

Mr. FOOTE. Suppose she had been launched a week or ten days before?

Capt. S. If there had been orders to that effect, I could have taken her up, provided the enemy did not come up after her.

Mr. DUPRE. Do you know the speed with which the gun boats of the enemy travel on the Mississippi, up stream?

Capt. S. I should think 8 or 10 miles an hour—at least many of them.

Mr. DUPRE. Do you know the position of Carrolton?

Capt. S. No, sir; I do not.

Mr. DUPRE. Do you know how long after the enemy took possession of New Orleans it was before they sent pickets out as far as Carrolton?

Capt. S. I do not.

Mr. DUPRE. Do you know that the enemy being in the river at Carrolton could have complete command of the New Orleans and Jackson Railroad?

Capt. S. I don't know. But after I set fire to the Mississippi and satisfied myself that she was entirely consumed, I started back to the city for the purpose of offering the services of myself and officers to Gen. Lovell. On the way we met Lieut. McCorkle, who informed us

that the enemy were up as far as Canal street, and that Gen. Lovell had evacuated the city.

Mr. DUPRE. Do you know the Bayou Lafouche and the Bayou Sara?

Capt. S. No, sir.

Mr. DUPRE. Have you ever been at Atchafalaya?

Capt. S. No, sir.

Mr. DUPRE. You never were below the city?

Capt. S. Not since 15 years ago.

Mr. DUPRE. Have you ever been at Donaldsonville?

Capt. S. Never.

Mr. DUPRE. You don't know the population of that town, or whether they have any workshops or foundries there?

Capt. S. No, sir.

Mr. DUPRE. Do you know the distance between New Orleans and the Yazoo river?

Capt. S. I do not.

Mr. DUPRE. Do you know how long after the fall of New Orleans Vicksburg was attacked by the enemy?

Capt. S. No, sir; I do not.

Mr. DUPRE. I think you stated that the vessel could not have been completed before the 1st of July.

Capt. S. No, sir. I don't think she could have been finished even then.

Mr. DUPRE. There was no powder on board of her.

Capt. S. No, sir. I borrowed 1,000 pounds from Gen. Lovell to blow her up.

Mr. DUPRE. Then there was no preparation on board of her even though she had been ready for action.

Capt. S. No, sir. There were no men for her, no guns and no ammunition, except four old fashion smooth-bore which I borrowed from the station.

Mr. DUPRE. When she was fastened to the St. Charles and Peytona, did you succeed in bringing her up stream?

Capt. S. No, sir; on the contrary I lost ground.

Mr. DUPRE. Did you not, after she drifted down, bring her up stream to the first position she occupied?

Capt. S. We shoved her out of the current, and in that way succeeded in bringing her up to near where she was first placed.

Mr. DUPRE. On the night of the 24th, when she drifted down, and you succeeded in bringing her up, did you not receive an order from Capt. Whittle to burn her up?

Capt. S. Capt. Whittle came on board, and I explained to him why I could not bring her up. I stated to him all the difficulties in the way, and he remarked, "save her if you can, but do not let her fall into the hands of the enemy."

Mr. DUPRE. Do you remember whether any representation was made to you by Capt. Ellis, that he would take the boat up if he was allowed to control the steamers then at New Orleans?

Capt. S. No, sir; he made no such representation to me.

Mr. DUPRE. Did he have any of his negro force on board?

Capt. S. Yes, sir. We could not have gotten along without them.



My own engineer worked the engines of the St. Charles; and I would here make a single remark in regard to the conduct of the Captain of that boat. When I offered the services of my engineer, the chief engineer said, "I don't want any d——n s——n of a b——h of a naval engineer to work my engines!"

Mr. DUPRE. I want to ask you whether, when you were going up with the boat after you drifted down, you were not induced to desist from the effort to take her up, by reason of a rumor which reached you, that the gun boats of the enemy were within a few miles of the city?

Capt. S. No, sir; there was such a rumor, but I took her there because I saw it was utterly impossible to take her up with the force at my command.

Mr. DUPRE. Did you, when the boats came there, fasten her to them?

Capt. S. Yes, sir.

Mr. DUPRE. How long did it take to do so?

Capt. S. About two hours; in consequence of the indisposition of all on board the steamer to aid me.

Mr. DUPRE. It was about 2 o'clock you say when you decided to start up the river?

Capt. S. About that, I think Capt. Beggs came on board a short time before I had given up, and before the enemy were in sight.

Mr. DUPRE. After deciding upon taking the vessel up the river, was it not your intention to have destroyed her, had not the vigilance committee interfered?

Capt. S. It was my intention to have destroyed her if I did not get additional steam power; and I did not get it. It was my determination that she should not fall into the hands of the enemy.

Mr. DUPRE. When you returned to New Orleans, were there any steamers there at all?

Capt. S. Yes, sir, there were.

Mr. DUPRE. Do you know Col. Manning?

Capt. S. No, sir.

Mr. DUPRE. Did you have any conversation with the Messrs. Tift on Thursday, the 24th, after the vessels passed the forts, in relation to the saving of this boat?

Capt. S. I might have had—I was with them all Thursday.

Mr. DUPRE. Was any of them present on the night of the 24th, when you attempted to take away the vessel?

Capt. S. They were on board with me, and went up the river afterwards with me.

Mr. DUPRE. Do you remember that Col. Ellis was on board the Peytona with you?

Capt. S. I think he was.

Mr. MAXWELL. If it had been in your discretion from the first day you went there, to take that vessel up the river, was there any time that you would have done so, considering the prevalent opinion as to the defences of New Orleans, before you had undertaken to do it?

Capt. S. No, sir. I would not have removed her, simply because we had every facility there to finish her.

Mr. LYONS. What number of steamers would it have required to take her up?

Capt. S. I think about three or four of considerable power.

Mr. LYONS. At what rate could you have towed her up with that force?

Capt. S. At the rate of about three or four miles an hour. With any force we could have put to her, I am satisfied the enemy would have overtaken her, even if we were 200 miles ahead of them.

Mr. DUPRE. Do you know what facilities there were at Franklin, Parish of St. Mary's, to finish her?

Capt. S. I don't know.

Mr. DUPRE. Do you know what facilities there were at Bayou Sara, Bayou Plaquemine, or Donaldsonville?

Capt. S. I do not.

Mr. BARKSDALE. Could any other vessels have been procured than the two you got?

Capt. S. On the morning of the 24th, I made application to the Messrs. Tift to try and get more boats. They did try, but without effect.

Mr. BARKSDALE. If you succeeded in getting other vessels, could you not have traveled with sufficient speed to have escaped the enemy?

Capt. S. No, sir, unless I went four or five days before.

Mr. BARKSDALE. Would you have thought it advisable to have left some days before?

Capt. S. I always thought the enemy would have passed the forts, but my object was to get the ship done as soon as possible, for I knew she could have cleared the river, and raised the blockade. I was satisfied she could have been finished sooner at New Orleans, than any where else.

Mr. DUPRE. You say you had secured the two boats before the 24th?

Capt. S. We had these boats engaged several days before.

Mr. DUPRE. Had you made any attempt at any time before the 24th, to secure more than two boats?

Capt. S. No, sir.

The Committee then adjourned.

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TUESDAY, SEPT. 16th, 1862.

The Committee met at half past 9 o'clock, pursuant to adjournment.

Present—Messrs. Clay, (Chairman,) Lyons, Boyce, Maxwell, Semmes, Barksdale and Dupre.

Mr. SEMMES. My absence at the close of the Committee's sitting on yesterday, is noted on the record. I will state that I was called away to attend on the committee of finance.

The testimony of Mr. Senac and Capt. Sinclair, were read to them in presence of the Committee, whereupon, Mr. FOOTE interrogated Capt. Sinclair as follows :

Mr. FOOTE. You have testified that the orders of the Secretary of the Navy required that the work on the ship should go on night and day, and that no time should be lost—tell me now how many hours

per day were devoted by those employed in constructing the ship, to working upon her?

Capt. SINCLAIR. They worked from sun to sun, as well as I remember, and they worked during the night in the shops. It was not considered advisable to work on the hull of the ship during the night. Work, however, was being done during that time, which expedited operations upon the vessel very considerably.

Mr. FOOTE. How many hours per day were devoted to work upon her?

Capt. SINCLAIR. I should suppose about eight or nine.

Mr. FOOTE. Did not the citizens of New Orleans testify much uneasiness at the slow progress made, and offer any amount of aid in materials, men and money?

Capt. SINCLAIR. They did testify some uneasiness, and offered any aid which might be deemed necessary.

Mr. FOOTE. What reception did this offer meet with?

Capt. SINCLAIR. I can say nothing of what occurred before I got there. After I got there, they proffered every aid to advance the ship.

Mr. FOOTE. Did they accept any aid from the citizens?

Capt. SINCLAIR. I cannot say. But I know there were as many men employed on the ship, as in my opinion, could have worked to advantage.

Mr. FOOTE. Could they not have been respited, and others put in their place, so as to work night and day?

Capt. SINCLAIR. I don't think it would have been safe to work on the hull at night.

Mr. FOOTE. Who is responsible for the work not going on by night and day?

Capt. SINCLAIR. The Messrs. Tift had control of the work on board the ship; but I was of opinion that it would not be prudent to work on the ship at night. There was considerable danger of fire from the shavings coming in contact with the lights.

Mr. FOOTE. That was the opinion of the Messrs. Tift?

Capt. SINCLAIR. Yes, sir; and my opinion also.

Mr. FOOTE. And that in the face of the fact that you felt convinced that the enemy would be able to pass the forts, and that the ship would not have been finished before the 1st of July?

Capt. SINCLAIR. The Messrs. Tift were confident she would be finished in a few weeks.

Mr. FOOTE. What was the feeling of the citizens of New Orleans upon the crisis being reached at which the ship was to be burned; was there not universal indignation in the city?

Capt. SINCLAIR. There was, sir.

Mr. FOOTE. Did they not threaten violence to the Messrs. Tift?

Capt. SINCLAIR. They did, sir. I heard one of my officers say that a party came down for the purpose of hanging the Tifts.

Mr. FOOTE. Did they make their escape?

Capt. SINCLAIR. They did, sir.

Mr. FOOTE. Were they not subsequently apprehended at Vicksburg?

Capt. SINCLAIR. They were.

Mr. FOOTE. Who was at the head of the movement?

Capt. S. I think they were arrested upon a telegraphic dispatch from Mr. Soule.

Mr. FOOTE. Who was at the head of it at Vicksburg—was not Mr. Marshall, and others?

Capt. S. I do not know.

Mr. FOOTE. What saved their lives?

Capt. S. It was proved that they had nothing to do with the burning of the ship. They were saved on that point.

Mr. BARKSDALE. Did you not say on yesterday that an offer of aid made by Mr. Ellis, of Louisiana, was accepted by the Messrs. Tift and yourself?

Capt. S. I think so. We did accept aid, but what amount of aid he had I do not remember.

Mr. BARKSDALE. The gentleman from Tennessee (Mr. FOOTE) asked you whose fault it was that the work did not progress by day and night. Did I understand you to say that the work did progress in the shops by night?

Capt. S. It certainly did; and if I saw any disposition on the part of the Tifts to delay the work, I should have made a report of the fact to the commanding officer of the station. But I saw no disposition to delay operations. On the contrary, everything went on to my satisfaction.

Mr. FOOTE. Did the Secretary of the Navy know the condition of the ship as well as you did, by your reports?

Capt. S. I think the first letter I wrote to Mr. Mallory on the subject was, that I found everything progressing rapidly and to my entire satisfaction, but that I feared the vessel would not be completed as early as was anticipated. I refer to my correspondence on this subject as part of my testimony.

Mr. MAXWELL. What gave rise to this indignation against the Tifts?

Capt. S. I cannot imagine. As I stated before, they evinced every disposition while I was there to carry on the work as rapidly as possible. I never saw men work more zealously.

Mr. FOOTE. You speak of words only. They did not engage in any manual labor upon her?

Capt. S. They did not put their hands to the work; but they were constantly active in pushing it ahead.

Mr. FOOTE. They might have been so openly; but they might have been secretly disposed to retard the work.

Capt. S. They showed every disposition to forward the work as much as possible.

Mr. FOOTE. What kind of iron work was going on in the shops at night?

Capt. S. Machinery and other iron work necessary for the ship.

Mr. FOOTE. Were they at work all night?

Capt. S. I did not visit the shop at night, but it was reported to me that they did work during the night. I have every reason to believe they did.

Mr. FOOTE. You say the work on the ship did not go on at night?

Capt. S. It did not, sir.

Mr. SEMMES. Do I understand you to say that the work that was done at night was upon the machinery?

Capt. S. Yes, sir.

The CHAIR. Did you ever see any work done there, or being done at night?

Capt. S. No, sir.

The CHAIR. You have been asked whether you did not know any safe place of retreat for the vessel, and you answered no. Did any one in New Orleans suggest to you a place where you could take her and make her secure?

Capt. S. I have no recollection of any such suggestion.

Mr. SEMMES. Did you ask any one where you might take her to in order to secure her?

Capt. S. No, sir.

The CHAIR. Did persons make suggestions to you about the vessel?

Capt. S. Several suggestions were made to me, among which were a great many very ridiculous ones.

The CHAIR. But there was no suggestion made to you, within your memory, of a place of safety to which you could carry the vessel?

Capt. S. None that I remember. I believe there was no place of safety nearer than Memphis, to which she could be carried.

Mr. FOOTE. That is according to your opinion—you not having any acquaintance with the river to enable you to judge as to any other places of safety to which she might be carried.

Capt. S. Yes, sir.

Mr. FOOTE. If you were Secretary of the Navy, as familiar as all the Secretaries of the Navy are supposed to be with the geography of the country, the depth and width of rivers, &c., with your knowledge of the fact that the enemy's gun boats were attempting to pass the forts, with the conviction on your mind that they would effect that object, would you have allowed such a ship as that to remain there until the enemy passed the forts? Would you not, with a knowledge sometime before that the attempt was made, obtain the aid of steamers to get the vessel up?

Capt. S. I would, if I thought I could have taken her up and secured her.

Mr. FOOTE. If you had to act the part over again, would you not have made the attempt to take her up to Yazoo river, after you became convinced that the enemy's gun boats could have passed the forts?

Capt. S. No, sir; because I was perfectly satisfied that there was no place of safety for her.

Mr. FOOTE. With your knowledge now of the Yazoo river and of other streams that would have offered a safe cover for that ship, would you not have taken her off with the prospect before you of the enemy's ships certainly passing the forts—would you not have taken her up the river before the vessels passed the forts, in order to have her finished some place where the work could have been consummated?

Capt. S. I would; but I do not believe she could have been saved?

Mr. FOOTE. Why?

Capt. S. Because there was no battery for her protection at any point to which she could have been carried. If we had taken her up three or four weeks before, transferred the workshops from New Orleans to the Yazoo river, for instance, and erected batteries there, we might have saved her.

Mr. FOOTE. You know something of the history of the Arkansas?

Capt. S. Yes, sir.

Mr. FOOTE. Do you know that there was a large iron foundry in the City of Vicksburg?

Capt. S. No, sir.

Mr. FOOTE. If you knew there were such foundries there, and with the knowledge which you have now of the Yazoo river, would you not have deemed it expedient to have taken her up that river to some safe point where you would have completed her, a little more slowly it may be, than at New Orleans, but just as effectually?

Capt. S. I think I would.

The CHAIR. I understand you to say, that to make any place to which she might be carried a safe place, you would need the defence of a battery to protect it against the assault of the enemy?

Capt. S. Yes, sir.

The CHAIR. You did not know then of any place where there was a battery?

Capt. S. No, sir.

The CHAIR. Even now you don't know of any place where batteries are erected to which you might bring her?

Mr. FOOTE. The Captain said that with his knowledge of facts now, to wit: that the enemy's gun boats would undoubtedly come up the river—that there was a foundry in Vicksburg which could supply all the necessary iron works for her construction, and that the Yazoo river afforded a place of safety for the vessel, he would, enlightened by experience, have taken up the vessel four weeks before to the Yazoo river.

The CHAIR. The interrogatory of the gentleman from Tennessee (Mr. FOOTE) was a leading one.

Mr. FOOTE. With all due deference to the Chair, I noticed that his interrogatories to the witnesses on yesterday were essentially leading ones.

The CHAIR. The Chair might have put questions of that character, and if he did, it was the duty of any member of the Committee to have interposed. But I wish this thing settled. Do you know any safe place now to which you could have carried that boat?

Capt. S. I do not.

The CHAIR. Could the vessels of the enemy have gone wherever this boat floated?

Capt. S. They could have gone everywhere that she could have floated at the time that I took her down, except to Memphis.

The CHAIR. Did some of the enemy's boats draw more water than others?

Capt. S. Many of their boats were much smaller than the Mississippi, and could have pursued her without difficulty wherever she went.

The CHAIR. Would you or would you not have regarded her safe at any point accessible to the enemy's gun boats, without a battery to protect her?

Capt. S. I would not.

Mr. FOOTE. What do you think of the wisdom of the movement of bringing the ram Arkansas down the river, and thence up the Yazoo river to Yazoo City?

Capt. S. It turned out to be a wise movement.

The CHAIR. You would not have undertaken that?

Capt. S. If I had the same knowledge of the river as the Captain of that vessel had, I might have done so.

Mr. FOOTE. If you had the same knowledge as the Captain of that vessel, would you not have taken her up the river and finished her without a battery?

Capt. S. I think I would.

Mr. FOOTE. You would not have made that an indispensable condition of removing the vessel at all?

Capt. S. I think the two vessels were very differently situated.

Mr. FOOTE. I ask the question about the Arkansas first. Would you have pursued the same course with the Arkansas that they pursued?

Capt. S. I would.

Mr. FOOTE. With the same knowledge possessed by them, and the opinion you entertained that the enemy would pass the forts, and that the boat would not be finished before the 1st of July, would you, having been thus advised by experience four weeks before the enemy did pass the forts, have taken that boat up the river, carried her to the Yazoo river and have her finished at some point, even though there was not a battery there, especially if you ascertained the fact that there were large foundries at Vicksburg to furnish the necessary iron work for her completion?

Capt. S. I would, sir.

Mr. MAXWELL. Would you have waited before taking her from New Orleans to inquire whether there was any fleet at the mouth of the Mississippi, with a view of passing the batteries?

Capt. S. No, sir.

Mr. MAXWELL. Do you know how long these batteries were there?

Capt. S. I do not.

Mr. MAXWELL. Would you have done this before there was a demonstration to pass the batteries?

Capt. S. No, sir.

Mr. MAXWELL. Suppose you had been Secretary of the Navy, and had known everything which has been suggested to you by the gentleman from Tennessee, (Mr. FOOTE,) but were in constant receipt of information from those who had charge of the defences of New Orleans, that New Orleans was safe, would you have taken her away, notwithstanding all that knowledge?

Capt. S. I would not.

Mr. FOOTE. Would you, as Secretary of the Navy, taking an extended view of the whole field of operations; bound to know the whole geography of this country, both land and water; and where the proper kind of materials for constructing ships are most easy to be obtained; bound to know the strength of the enemy which were advancing up the river; bound to know by consultation with experienced navy officers, the impossibility of keeping the enemy's gun boats down the river—would you, here in Richmond, have deemed it safe and prudent to allow that boat to remain there, the finishing of which was deemed next to impossible before the 1st of July—would you have deemed it

safe to allow her to remain there, or would you have procured all the steamboat force available, and dragged her up to the Yazoo river, knowing that there was there a means of finishing her?

The CHAIR here objected to the question as an illegal one.

Some debate followed; Mr. FOOTE maintaining its legality.

The CHAIR being anxious to have the decision of the Committee upon his ruling, put the question—shall the decision of the CHAIR stand as the judgment of the Committee, and it was decided in the affirmative.

Some intimation having been thrown out in the course of the debate by Mr. FOOTE, that it was not strictly parliamentary for the CHAIR to participate in the examination of witnesses, the CHAIR put to a vote of the Committee, the question, “whether, in the judgment of the Committee, it is proper for the CHAIR to participate in the examination of witnesses,” and it was decided in the affirmative—Mr. SEMMES alone, voting in the negative.

Mr. FOOTE said he would vote for the CHAIR’s being allowed to propound interrogatories to witnesses, since the CHAIR said it was proper for it to do so.

Mr. LYONS. If the Mississippi had been carried up the Yazoo river to Yazoo city, could she not have been pursued to that point by the boats of the enemy at any time in the absence of a battery to protect her?

Capt. SINCLAIR. She certainly could as far as my knowledge of the river extends—I speak of it only from hearsay.

Mr. LYONS. Would not that be necessarily true, if she drew no more water than many of the boats of the enemy?

Capt. S. Certainly it would.

Mr. LYONS. Does it not follow from that fact that boats drawing less water could follow her?

Capt. S. It necessarily does.

Mr. FOOTE. Are you aware of the fact that when the ram Arkansas was taken up the Yazoo river, there were large quantities of wood piled up across the river, so as to prevent the enemy’s gun boats from coming in; that some attempts were made by the enemy to go up there, but without success, and that when the Arkansas was finished, the timber obstruction was cut away, and she allowed to pass out?

Mr. BARKSDALE. I object to that question as being illegal. The CHAIR decided it was illegal, and the hour of 12 having arrived, the Committee adjourned by limitation.

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WEDNESDAY, SEPT. 17, 1862.

The Committee met at half past 9 o’clock, pursuant to adjournment.

Present—Messrs. Clay, (Chairman,) Boyce, Foote, Maxwell, Dupre, Semmes and Lyons.

Mr. SEMMES. There is a witness here, Mr. CHAIRMAN, from New Orleans, of the name of Martin, who expects to leave to-morrow. I move that he be allowed to give his testimony before we proceed to the cross-examination of witnesses who have already been examined.



The question on the motion, was put, and it was decided in the affirmative.

Mr. JAMES MARTIN was then called, and duly sworn.

Mr. SEMMES. You lived in New Orleans, did you not?

Mr. MARTIN. I lived in Algiers, opposite New Orleans.

Mr. SEMMES. What was your occupation there?

Mr. MARTIN. Ship builder.

Mr. SEMMES. How long have you been engaged in that business?

Mr. MARTIN. I have been engaged as master workman about 20 years.

Mr. SEMMES. Are there many ship yards at Algiers?

Mr. MARTIN. Yes, sir, there are.

Mr. SEMMES. How many?

Mr. MARTIN. There are Hughes, Valette & Co., Hasem & Anderson, Hyde & Mackey and James Martin. These are in Algiers.

Mr. SEMMES. Are there any others in the city?

Mr. MARTIN. There are no prominent ones. There are some that have ship yards permanently engaged.

Mr. SEMMES. Can you tell us anything about the supply of workmen or ship builders in New Orleans during the past year? I mean from the commencement of the Confederate Government, down to the fall of New Orleans?

Mr. MARTIN. We all had a sufficient supply of workmen there to do whatever work we had to do on our side of the river—we always procured all the mechanics necessary to accomplish any work entrusted to us?

Mr. SEMMES. Do you know whether those who had yards on the opposite side of the river, had any difficulty in procuring workmen?

Mr. MARTIN. I cannot tell you that. Mr. Tift told me yesterday that he had great difficulty in getting workmen: When the largest amount of work was being done there—which was when the Montgomery fleet was being fitted up in addition to the other work then under contract, we found that we had men enough to accomplish that work in a very short time. These vessels were divided out among various persons, to facilitate the work, and we found no difficulty in obtaining men to complete them.

Mr. DUPRE. At any time between last fall and spring, could workmen be procured in the city with facility?

Mr. MARTIN. I have no doubt of it.

Mr. DUPRE. How long was this Montgomery fleet being built—or rather how long were they being converted?

Mr. MARTIN. I don't think they occupied more than six weeks in being converted.

Mr. DUPRE. When were they being constructed?

Mr. MARTIN. I think in January, or about there.

Mr. MAXWELL. Do you mean that they were completed then, or in progress of conversion?

Mr. M. It was about that time they were being fitted out.

Mr. MAXWELL. Do you know when they were completed?

Mr. M. Some time in March, I think—I have no distinct recollection of the precise time now—they were just completed before the bombardment of Fort Jackson.

Mr. DUPRE. With your knowledge and experience of the city within the last 20 years, do you believe you could have got, at any time, from September to April, 500 good workmen, if you needed them?

Mr. M. I believe I could.

Mr. DUPRE. Were these yards pretty busy in peace times?

Mr. M. A portion of the time, tolerably busy; another portion of the time, there was very little doing. During last summer we were doing very little, except in the way of the ordinary steamboat repairs, which are done annually, until the conversion of the Montgomery fleet commenced. Hughes, however, was building two boats for the Government at that time.

Mr. SEMMES. Before the blockade, were they busy—I mean when the city was in a flourishing condition?

Mr. M. They were, sir.

Mr. SEMMES. After the blockade was established, all these hands were out of employment?

Mr. M. A large number of them were, and a large number went into the army.

Mr. DUPRE. Was there not pretty extensive business in that line going on in Algiers?

Mr. M. Not so much in building, as in the repairing line. We had eight dry-docks, which were constantly supplied with business.

Mr. DUPRE. Did you ever visit the boat Mississippi?

Mr. M. I did once.

Mr. SEMMES. When was that?

Mr. M. About 10 or 15 days before she was launched. The master ship builders over in Algiers were requested by the committee of safety to visit her, to ascertain whether or not the vessel ought to be launched.

Mr. SEMMES. Who were these master ship builders?

Mr. M. There was Mr. Hughes, Mr. Valette, Mr. Mackey, Mr. Peter Marcy and myself.

Mr. SEMMES. What appeared to be the state of forwardness of the work on the vessel?

Mr. M. The work seemed to be progressing rapidly. They had a large number of men at work on her at that time, and seemed to have a supply of everything they wanted. They said however that they were detained for the want of shafting. The object in inviting us to visit her was, to ascertain whether it was necessary to launch her. It was said, as the water had risen, that she would be likely to settle, or that the bank might break away, and the consequence was that they called us in to say whether it was necessary for her safety to have her launched.

Mr. SEMMES. State what you did, and what was the result?

Mr. M. We went and examined her. At that time the water had risen up to her water mark, and had overflowed her ways which were placed under her ready for launching her before the water had risen. The water was within 30 feet of her bows; and from our knowledge of these battures in the river, we recommended the vessel to be launched as soon as possible, as we had known instances where a bank had risen between the vessel and the river, as was the case in regard to a vessel called "Walk in the Water," repaired by Mr. Marcy some years ago. We based our report on the fact, that when the water is up in the

Mississippi, this batture will sometimes fill, and at other times may take a notion to break away. The batture that the vessel was on was a making batture, and we came to the conclusion that if the bank again broke away, it would, in all probability, fill up and make a bar on the outside of her, so that she could not be gotten out at all before the water fell.

Mr. SEMMES. How many men, when you went there to examine the vessel, were at work upon her?

Mr. M. I could not tell the number; but there was evidently a large number—indeed, I might say an ample number.

Mr. SEMMES. As many as could conveniently work upon her?

Mr. M. Yes, sir. About 10 or 15 days before the fall of New Orleans, we had commenced some boats for the defence of the Cumberland and Tennessee rivers, at the instance of Lieut. Brown. The Lieutenant came over to us one day and requested that we would send over to the Mississippi as many men as we could to assist in finishing her. Each of the master workmen sent over as many as they could spare. I sent over I think 15, and the foreman and the other master workmen sent over perhaps an equal number, and some perhaps more.

Mr. SEMMES. At whose instance did you say they were sent over?

Mr. M. Lieut. Brown made the request. We were building boats for him at the time. This was about the time the bombardment commenced.

Mr. SEMMES. Do you know what facilities existed in New Orleans for the purpose of constructing the shafts necessary for that steamer?

Mr. M. Well, I was in Mr. Clark's foundry one day seeing about some machinery that I was getting him to set up. I saw him forging a large shaft, and I asked him what it was for? He told me the Mississippi. I asked him if he could not have made all the shafts for her; and I put that question, knowing there was great blame on account of the shafts being wanted. He told me he could, if he had the contract for them. He put up a steam hammer and a furnace, which would enable him to complete work of that character. With these facilities he said he could finish all the shafts, if he had the contract for them.

Mr. SEMMES. Which is the largest establishment in New Orleans engaged in the manufacture of machinery?

Mr. M. Leeds & Co.

Mr. SEMMES. Could they have put up a hammer and constructed these shafts in ample time, if the contract had been given to them at a proper time?

Mr. M. I presume so. They can do almost anything in their way, if they had sufficient inducements offered to them.

Mr. SEMMES. They have a very large establishment, have they not?

Mr. M. Yes, sir; the largest establishment in Louisiana.

Mr. SEMMES. Does it require a long time to put up a steam hammer to manufacture these shafts?

Mr. M. I have no personal knowledge as to what time it would take; but it seems to me that it took Clark but a short time to make these alterations.

Mr. SEMMES. Are Leeds & Co. engaged in the manufacture of engines?

Mr. M. They are, sir.

Mr. SEMMES. They are engaged in the manufacture of machinery of all kinds for steam boats?

Mr. M. Yes, sir.

Mr. SEMMES. What is the comparative extent of their establishment to that of Clark & Co.?

Mr. M. The foundry of Clark & Co. is quite a new establishment, not being more than two years in existence. That of Leeds & Co. is of long standing, and has the advantage of having a large variety of patterns, machinery, &c., the accumulation of nearly half a century. Clark's foundry is a small one compared with that of Leeds & Co. Clark was once foreman with John Armstrong.

Mr. SEMMES. With your knowledge of the extent of the two establishments, don't you think that Leeds & Co. could have manufactured all the necessary machinery more rapidly than Clark?

Mr. M. It is a common saying among the community about the city of New Orleans—in fact among the planters, that if you wanted a piece of machinery with expedition, send to Leeds & Co. They were looked upon as the most reliable men to have work done by. They have always borne a very high reputation for conducting their business properly, and executing work expeditiously and well.

Mr. SEMMES. What other establishments are there besides Leeds' and Clark's, for the manufacture of machinery?

Mr. M. Bennett's, on the opposite side of the river; Gretna, opposite the city; and then there is John Armstrong; Bennett & Largis; the Shakespeare Foundry, besides a number of small foundries. I will mention another, that of Kirk's, which built the machinery for the Mississippi.

Mr. SEMMES. What sort of an establishment is that?

Mr. M. That is a large establishment, not so extensive, however, as that of Leeds & Co. It would about class with Clark's.

Mr. SEMMES. Do you know whether there was any difficulty among these foundry men in getting workmen to construct the machinery?

Mr. M. I never heard any complaints upon the subject.

Mr. SEMMES. Were you in the city at the time of the fall of New Orleans?

Mr. M. I was, sir.

Mr. SEMMES. Do you know whether many steamers were lying about the river a few days before?

Mr. M. Yes, sir; a large number.

Mr. SEMMES. Of what description?

Mr. M. Of all descriptions?

Mr. SEMMES. Tug boats, steam boats, &c.?

Mr. M. Yes, sir; there was a large number of up river boats.

Mr. SEMMES. Was there steam power enough there to have towed the Mississippi up the river?

Mr. M. Yes, sir. There was steam power enough there to have towed four or five vessels, such as the Mississippi, up the river, if properly employed.

Mr. SEMMES. Were any of them burned on the day the enemy arrived in front of the city?

Mr. M. Yes, sir; there was a large number burned. As the enemy came up around the point, I happened to be at my ship yard. The river was soon one mass of fire—steam boats, tug boats, barges, ships, were all commingled in the general conflagration, the Mississippi being among the number. I was standing right on the extreme point, where I could have a good view of the river, and I saw all that was passing.

Mr. SEMMES. Did you see many steamers leaving to go up the river?

Mr. M. I did not. I was at a point where I could not see them going up—I was immediately on the opposite side of the river at the extreme point on the Algiers side; and during the forenoon and the night before, I was very busily engaged in destroying property that might be of advantage to the enemy. I was engaged up to the very moment that the enemy came round the point, taking down the frame of a boat I was building.

Mr. SEMMES. Did not some steam boats leave the next day?

Mr. M. I think not, sir. There was one boat, the St. Charles, which I was told had hold of the Mississippi endeavoring to tow her up, but without effect. After the thing had been given up, the Captain brought her down to the steam boat wharf to make some arrangements with the owners. In the mean time the enemy's vessels came and hoisted the Yankee flag over her. That was in the afternoon, after the enemy's fleet settled around the banks of the river.

Mr. SEMMES. Do you know whether any of our large class Mississippi steamers had been lying there before the fall of New Orleans?

Mr. M. Yes, sir; there was the Peytona, the William Morrison, and quite a number of other steamers, whose names I cannot now remember. They all laid about, from the triangular building up to Jefferson City, and a good many lay over on the Algiers shore. The William Morrison, at the time that I speak of, was there. She came down the river on fire and struck against the Canal street ferry boat, setting her on fire. Immediately after she struck her she glanced off, whereupon one or two others and myself went on board and put the fire out. The William Morrison was a very large boat.

Mr. MAXWELL. You speak of an abundance of ship-carpenters being in New Orleans—can you give any approximate estimate of the number?

Mr. M. Well, to give you some idea of the number that were there, I will remark that before the war commenced we did a large business there in repairing and other work. Each of our yards usually employed from two to four hundred mechanics.

Mr. MAXWELL. How many yards were there?

Mr. M. Eight, I believe. The work slackened somewhat, even before the war; but whenever we wanted men, we could get any number we wanted. Even after the commencement of the war, and when the work increased by the fitting out of the Montgomery fleet, we could get all the men we required.

Mr. MAXWELL. Did many of the workmen volunteer into the army?

Mr. M. Yes, sir; the best of our young men joined the army.

Mr. MAXWELL. Do you know whether or not a good many workmen were taken off to other places where vessels were being constructed—Pensacola and Mobile, for instance? Were not some ship carpenters taken to Memphis?

Mr. M. No, sir; none that I know of. I know that a man came down from Memphis to employ ship carpenters for work at that place. I think very few went there, because the wages offered was not more than they were receiving at New Orleans.

Mr. MAXWELL. Were these men unemployed during the time spoken of?

Mr. M. There was a large portion of the time that two or three of the constructors had very little to do.

Mr. MAXWELL. About what time?

Mr. M. Along from the 1st of October during the winter.

Mr. LYONS. I understood you to say that you had been on board the Mississippi?

Mr. M. Only once.

Mr. LYONS. When was that?

Mr. M. About 10 or 15 days before the fall of New Orleans.

Mr. LYONS. What appeared to be the state of the work then?

Mr. M. It appeared to be progressing very rapidly.

Mr. LYONS. Were there as many hands upon her then as could be advantageously employed?

Mr. M. It looked so to me. Judging from appearances, there was a large number of men at work. The iron seemed to be rapidly going on around the knuckles of the vessels.

Mr. LYONS. You said a man could have gone out from New Orleans and gotten 4 or 500 hands?

Mr. M. No, sir.

Mr. LYONS. What number did you say?

Mr. M. I said that we were in the habit of employing from 2 to 400 hands in each of our yards.

Mr. LYONS. That was a different answer. In answer to Mr. DUPRE, did you not say that between certain periods, you could get a large number of hands?

Mr. M. No doubt of it.

Mr. LYONS. By "hands," do you mean mechanics or laborers?

Mr. M. I mean the various description of hands that are fit to work upon a vessel.

Mr. LYONS. Such hands as would be fit to work upon war steamers?

Mr. M. Yes, sir. All the hands employed upon war steamers, are not necessarily mechanics.

Mr. LYONS. At what time could those men be procured that you refer to—in what month?

Mr. M. It could be done in almost any month in the year.

Mr. LYONS. Of the last, or present year?

Mr. M. At any time before the fall of New Orleans.

Mr. LYONS. Were there generally as many as 4 or 500 unemployed mechanics?

Mr. M. No, sir, not generally unemployed.

Mr. LYONS. Then, if you went out to get them, you should get them from other establishments?

Mr. M. I never went out myself to get them—I generally announced to my foreman that I wanted hands, and he would go and get them.

Mr. SEMMES. Would they come from some other establishments?

Mr. M. I could not say.

Mr. MAXWELL. Is it not the case among ship-carpenters that they have a preference for some yards?

Mr. M. Yes, sir. For instance, men who have been in the habit of working for me, if working any where else, would come back to me when I need them. They regard it as a compliment to go to those with whom they have been most employed. When we get out of work, they then go to others.

Mr. LYONS. Do you know whether the work on the Mississippi or the Louisiana was at any time suspended or imperfectly carried on for the want of hands?

Mr. M. I do not, at least of my own knowledge.

Mr. MAXWELL. I want to know whether, when ship-carpenters are wanted for work, they would, or would not be more likely to go to old established yards, rather than to new establishments?

Mr. M. I always found it so.

The CHAIR. Do you live in Algiers, or New Orleans?

Mr. M. I live in Algiers.

The CHAIR. Were you often in New Orleans?

Mr. M. Every day.

The CHAIR. On which side of the river were the boats Mississippi and Louisiana built?

Mr. M. On the New Orleans side.

The CHAIR. Did you not often see advertisements for mechanics for those boats, or hear of calls for mechanics?

Mr. M. I heard of no calls being made for laborers. I have known men to be sent to our side of the river to get men to go there.

The CHAIR. Did that happen within your knowledge, more than once?

Mr. M. I can only remember one particular fact in connection with that matter. We had a battalion over there of volunteers, made up of the workmen of the different yards, and we were even in the habit of having battalion drill on Sunday morning. On Sunday morning at battalion drill, some of the men in my company told me that these men came over there from the Mississippi, soliciting the workmen to go over there. At that time, there had been a stand out among the workmen for higher wages; and the master workmen on our side of the river, thought that the wages we were then giving—\$3 a day—was sufficient, and we stood out at that. The men told me that an agent had been sent over there from Mr. Pearce, the naval constructor, telling them to come over to his place the next morning, and that he would give them \$4 a day; on that, some of our men quit, and went over there. I have heard the men frequently say, that they had been solicited to go and work upon the Mississippi.

The CHAIR. Was there any vessel of war ever built in New Orleans prior to this war?

Mr. M. No, sir; not that I am aware of.

The CHAIR. Did you build ocean steamers and sailing vessels there?

Mr. M. Sailing vessels, tow boats and river steamers have been built there; but no ocean steamers.

The CHAIR. Why did they burn the steamers then to which you have referred?

Mr. M. I suppose to prevent them from falling into the hands of the enemy.

The CHAIR. Why did they not carry them up the river?

Mr. M. I should suppose they ought.

The CHAIR. Did any of them escape up the river that you know of?

Mr. M. Yes, sir; a number of them.

The CHAIR. Did as many escape as were burnt?

Mr. M. I should think so. Those that did escape, took time by the fore-lock. On Thursday, when they ascertained that the enemy's fleet had passed the forts, parties interested in these vessels took them away.

The CHAIR. It was Friday morning that the enemy's vessels came up?

Mr. M. They arrived about one or half past one.

The CHAIR. Was it known at Algiers on Thursday morning that the enemy's vessels passed the forts?

Mr. M. Yes, sir. I heard it about 7 o'clock on Thursday morning, but I suppose it was known in the city before that.

The CHAIR. Why did not the owners of steam boats at the wharf then take them up the river?

Mr. M. I can't tell you. It seems to me they had ample time to take the boats up the river, and save a large amount of property that was destroyed.

The CHAIR. Was there ample material in the shape of wood for building vessels in New Orleans from September last until April?

Mr. M. The timber is not in New Orleans. It is brought there from the adjacent country.

The CHAIR. Was there ever any deficiency of timber?

Mr. M. We could always obtain materials very readily—of course it took time to get it accumulated.

The CHAIR. Was it green or seasoned?

Mr. M. We generally got it green for hurried work.

Mr. MAXWELL. Do you know whether the builders of the Mississippi made any effort to get work done at the foundries which they could not get done?

Mr. M. I do not know whether they did or did not, because I was not about when they were doing their business.

The CHAIR. You say that there was generally an average of from two to four hundred hands employed at these different ship yards in times of peace?

Mr. M. Yes, sir.

The CHAIR. What was the number that was diverted from that sort of labor by going into the war, and other ship yards since the war begun?

Mr. M. I could not tell you.

The CHAIR. Can you form an idea?



Mr. M. It seems to me that it made very little difference—for when ever we had work to do, we always could get hands in two or three days to go to work at it.

The CHAIR. Did you do any work for the government?

Mr. M. Yes, sir. I fitted up one of these vessels belonging to the Montgomery fleet. I fitted up the vessel "Dry Dock" into a battery, and I also fitted up the Sumter, of the Montgomery fleet.

Mr. DUPRE. On account of the blockade and the suspension of trade from the west, was there not a number of steamers laid up on the Algiers side that had no hands upon them?

Mr. M. There were, sir.

Mr. FELIX SENAC, Paymaster, who was examined on yesterday, was again recalled to answer the following interrogatories, put to him by the Secretary of the Navy, through the CHAIR.

1st. *Question.* How did the expenditures for and on account of the construction of the Mississippi compare with those made for the Louisiana, the vessel at Memphis, and other public works at that time at New Orleans, that you have knowledge of?

Mr. SENAC. I paid on account of the Mississippi so far \$198,000, and there is still an outstanding account of some \$10,000 or \$12,000. I paid on account of the two steamers built at Memphis, one of which was burnt, \$138,000. I know of no other public works at New Orleans than the Mississippi, with which I have had any connection. I hardly know how to express an opinion upon the relative expenditures for the Mississippi and the other steamers, from the difference in the size of the vessels—I think the Mississippi ought to have cost a great deal more money than the Louisiana.

2d. *Question.* You have spoken of the conduct of the Messrs. Tift in constructing the vessel—you will please express your judgment whether energy, zeal, ability and industry were or were not exhibited by them in this work?

Mr. SENAC. I consider the conduct of the Messrs. Tift as the most energetic, and their devotion to this work the most extraordinary that I have ever seen in the prosecution of any work that I have ever known.

3d. *Question.* If you know the circumstances of the arrest, the examination and the release of the Messrs. Tift, resulting from the destruction of the Mississippi, please state them.

Mr. SENAC. I was in the same boat with these gentlemen. We arrived at Vicksburg on Sunday, the 28th of April, I think. While lying at the landing a gentleman appeared on the guard of the boat and stated to the passengers that nobody would be allowed to land from her, intimating that there were persons on board of a dangerous character. The people appeared to be very much excited there. There was a large crowd on board the boat. We all knew each other on board the boat. It struck me at first that it was simply ridiculous. When we hauled into the wharf the Provost Marshal's deputy came on board and enquired for the Messrs. Tift; on seeing them he placed them under arrest. There was great excitement on the part of the whole crowd—I thought actually the people of Vicksburg had all gone crazy. They told these gentlemen that they had to go ashore, and as soon as they landed, I heard an officer clothed in Confederate uniform cry out

in a loud tone of voice, that there were many other rascals in the Confederate service who ought to be hung. I went up and asked him his address—I told him that as a citizen his conduct was very censurable, but that as an officer it was disgraceful—that he sought to excite the people to murder two gentlemen of irreproachable character. He asked me who I was; I told him I was an officer of the Confederate States Navy. He then said, he did not intend this remark for these gentlemen. I told him it was very extraordinary that he should have made such a speech. I asked him to whom he intended to apply the remark. At that stage of the conversation some one interrupted us. I went up and saw the Provost Marshal, and insisted upon knowing upon whose charge he arrested these gentlemen. They all looked upon the Tifts as criminals of the deepest dye, and there was some difficulty in preventing them from being hung. I insisted upon knowing the order upon which these gentlemen were arrested. After some delay, he produced two telegraphic dispatches from New Orleans—one from Mr. SOULE, directing the arrest of the Tifts, without specifying the charge against him—another from some other person of whom I never heard before, stating that the Tifts burned the Mississippi. There were a large number of Navy officers on board the boat who intended to leave the following morning, among whom were Capt. Whittle and Capt. Sinclair. I was perfectly conversant with all the orders and circumstances connected with the burning of the Mississippi, and I was moreover satisfied that Capts. Whittle and Sinclair could show that the Tifts were entirely innocent of the charge. I insisted that the Provost Marshal should hold an examination into the matter at once. He stated that he was unable to do so, but would give no reason why. I enquired what he intended to do with them, and he said he intended to imprison them until further orders. I enquired whether there was a Military Governor in Vicksburg, and was informed that there was. I went to see him, and mentioned to him all about these gentlemen—my knowledge of their character, and all the circumstances connected with the Mississippi. He then had them brought before him, and Capt. Whittle, Capt. Sinclair and Lieut. Fauntleroy appeared as witnesses. It was clearly shown by them that these gentlemen had nothing to do with the burning of the ship. He still insisted on holding on to them, because he thought there might be some other charges against them not mentioned in the dispatch. I said I would be responsible for their appearance anywhere. They then made Capt. Sinclair responsible for their appearing before Gov. Pettus of Mississippi. They went off that afternoon.

4th. *Question.* Do you know whether funds called for by the Navy Department for the naval service in New Orleans were or were not promptly received there? If not, state the cause of delay, if you know it.

Mr. S. I know that the funds were not received promptly. At the request of the committee of safety of New Orleans, I investigated the matter myself. I went to the office of the navy agent and the office of the paymaster of the station, and got the dates of the requisitions of funds, the dates of the notices in the Navy Department, notifying them of the payment upon these requisitions, and the dates when they received these funds from the Navy Department. In every

case the answer of the Navy Department was within a day or two of the time that the requisition should have been received here in due progress of mail. In many cases there was a delay of from four to six weeks, and sometimes two months between the date of the notice from the Navy Department and the date of the letter of the treasurer transmitting the drafts upon these requisitions.

Mr. LYONS. You say that in many instances there was a delay of six weeks and two months sometimes in the transmission of the draft by the treasurer of the Confederate States, after he had been required to do so by the Secretary of the Navy. Was that what you mean?

Mr. S. Yes, sir. My recollection is rather at fault as to the number of times it occurred. There was a delay of two months, I think, in one or two instances, as near as I remember.

Capt. ARTHUR SINCLAIR was again recalled to answer interrogatories put by the Secretary of the Navy through the CHAIR.

1st. *Question.* Was not the passing of the forts by the enemy unexpected by the authorities at New Orleans?

Capt. SINCLAIR. Yes, sir, I think it was. There was a telegram the very afternoon before the fall of the city from Col. Duncan, to the effect that he felt himself fully able to hold out against the fleet of the enemy, and I judge so moreover from the fact of the treasure not being moved from the city until the day the enemy passed the forts. It was sent up on board the St. Phillip.

2d. *Question.* You speak of the expediency of having kept the Mississippi at New Orleans for completion. Did you not expect either to complete the vessel, or to have her in a manageable condition before the enemy would reach New Orleans?

Capt. SINCLAIR. I certainly hoped to have completed her; and, as I mentioned yesterday or the day before, I placed on board some three or four guns which were there from the station. I requested Mr. Pearce, the naval constructor, if possible, to iron that ship forward and aft immediately, and to get on her everything to enable her to fight. I was informed by Mr. Pearce that it was utterly impossible to get the iron in, inasmuch as the port frames had not arrived. It was my intention to have made resistance even by the side of the wharf, if the enemy came upon me before I could get her off.

3d. *Question.* Was or was not the Mississippi in all respects a new conception as a vessel of war, and when completed what would have been her character and efficiency?

Capt. SINCLAIR. She was entirely a new conception, and a remarkably fine vessel, and very formidable, in my opinion. I am satisfied that she could have, as I before stated, kept that river clear against the blockade. The vessel, as I have said, was entirely a new conception. She was a ship that was most creditable to the country, as far as my judgment goes.

4th. *Question.* What effect did the destruction of the Mississippi produce on Mr. Nelson Tift?

Capt. S. Mr. Nelson Tift wept in my presence very bitterly when he saw the flames burst from her ports. He was very much affected, and, as I said, shed tears when he saw the flames burst forth from her.

5th. *Question.* You speak of the offers of the committee of safety at New Orleans to aid in completing the Mississippi. State what the committee said to you on the subject, and your replies?

Capt. S. They offered me any assistance in their power, and I accepted it. I told them they could assist me in a variety of ways. I requested that they might send on immediately an agent to try and hurry the guns along, which I heard were at different points along the road; and that was done. I also suggested to them, as I had no powder there, and doubted whether the Government had any on hand, that they would endeavor to get me 40 or 50,000 pounds of powder from Havana, that I wanted to get my magazine in good order, and have everything ready, so that there would be no delay when the ship was turned over to me, to bringing her into action. This they promised to do. I also requested their aid in closing up all the grog shops in the neighborhood of the vessel. I found that great delay was occasioned to the work by the men's going out and getting intoxicated. This, the committee promised to do, but it was never done. I suggested the propriety of placing a guard at the gates leading to the yard, to prevent the men from going out, unless upon a permit from myself or the Messrs. Tift, or some one else who might be authorized to give it; but the suggestion was not carried out. The committee, I will say, agreed to furnish everything that they thought would expedite the completion of the ship, and I cheerfully availed myself of every offer they made, having that tendency. They sent on an agent for the guns, but it was too late. I found some of them at Jackson, on my way to Richmond.

Mr. DUPRE. How many guns were there intended for her?

Capt. S. She had a mixed battery. The original guns intended for her were used for the Louisiana, she being in advance of the Mississippi.

Mr. DUPRE. Were there not two 7-inch rifle guns that you saw at Jackson?

Capt. S. I think there were.

6th. Question: Look at these instructions marked "A" and "B," and say if you received them.

A.—[COPY.]

CONFEDERATE STATES, NAVY DEPARTMENT, }  
 Richmond, *March 21st*, 1862. }

Com. A. SINCLAIR, *Norfolk, Va.*

SIR: You will turn over your instructions relative to gun boats, to Commander Nuse at Wilmington, and proceed at once to New Orleans, and report to Commander Mitchell for the command of the iron-clad steamer being built there by the Messrs. Tift.

This will, it is expected, prove a very formidable vessel, and every possible exertion must be made to complete her at the earliest moment.

You will at once take such measures in conjunction with Commander Mitchell and the Messrs. Tift, as your judgment may approve, for having her battery, ordnance stores, crew, coal and provisions, &c. ready, so that she may not be detained from active service a day. You will please advise me fully, and the Department relies upon your energy to expedite the work in every possible way.

I am, respectfully, your obedient servant,

[Signed]

S. R. MALLORY,  
*Secretary of the Navy.*

B.—[COPY.]

RICHMOND, *April 5th*, 1862.

Per Telegraph.

Commander A. SINCLAIR, C. S. N., *New Orleans* :

Capt. Whittle is instructed to urge on by night and day, without sparing men or money, the completion of your ship. From you and your officers extraordinary exertions are expected. Exert every means in your power that loyalty and money can command to get her ready.

[Signed]

S. R. MALLORY.

*Secretary of the Navy.*

The CHAIR. Did you receive these instructions ?

Capt. SINCLAIR. I received them, and if I am not very much mistaken, I received several others to the same effect, and in addition to that order, which I received to go to New Orleans, I received a telegram informing me that these orders were on the way to Norfolk for me. There was another matter that I should have mentioned in connection with the acceptance of the offer of the committee of safety. Mr. Ellis offered to procure us men, and assist in getting a crew for me; and I not only accepted his services gratefully, but I had a gun put upon a platform myself, for the purpose of exercising my men, so that when the ship was completed, they might be familiar with their duties, and become efficient all at once.

Commodore HOLLINS was next recalled to answer the following interrogatories put by the Secretary of the Navy through the CHAIR:

*Question.* You speak of the ship which the Messrs. Tift were building as the most formidable in the world. Please state your judgment of their conduct, their zeal, industry, good faith and energy in the construction of this vessel.

Com. HOLLINS. Well, sir, I speak of them in the very highest terms. These gentlemen were attentive to their work, morning, noon and night. I have seen them in their office after 12 and 1 o'clock at night, attending to their duties; and, early in the morning, I always saw one of them on board the vessel. I was very much pleased with their conduct. They took a great deal of interest in forwarding the work, and did so with a proper view to economy, as far as I could see.

*Question.* You say that there was at times a scarcity of money; but that the Navy Department was not to blame for that. Were you not aware that the cause of the delays attendant upon filling their requisitions was at the treasury, and not at the Navy Department ?

Com. HOLLINS. That was my impression. I did not know positively that that was the case. There was a general report that they could not get the notes signed fast enough to supply the Department.

*Question.* You speak of your fleet up the river as the McRae, Livingston, Maurepas, Gen. Polk and Ivy. Where was the Tuscarora, Ponchartrain and the Floating Dock, with the Red Rover ?

Com. HOLLINS. The Tuscarora caught fire going up, and was left behind. The Floating Dock had gone up to Island No. 10, and there was blockaded by the enemy. The Red Rover was a boat more for the men to live on board of than for active service. She belonged to the

Floating Dock, and was merely used for the accommodation of the men to live in. She was not armed at all. If I did not state that the Ponchartrain was there, it was an accidental omission.

*Question.* You say that you ordered powder at \$3, and that the Department revoked the order. From whom did you order it? Did you notify the Department or the ordnance office thereof, and when and by whom was your order revoked?

Com. HOLLINS. I bought it without informing the Department. I informed the Department afterwards, however, and the Secretary spoke of the very high price that I had given for it. I cannot exactly say that my order was revoked, but such I considered the effect of the dissatisfaction expressed by the Department at the price which I paid for powder. I don't think I had purchased any powder that was not paid for when the bills were sent to the Department.

*Question.* When you say they never got powder for less, what do you mean?

Com. HOLLINS. I refer to powder that came over from Cuba. The price to which I refer was \$2.50 a pound.

*Question.* You say that you think the idea of economy was carried rather to an extreme in being very severe on you for giving a high price for powder. Was not that powder inspected by Lieut Minor, ordnance officer, and was not about 6,000 pounds of it rejected as worthless, the balance, 8,000 pounds, kept and paid for?

Com. HOLLINS. No, sir. That powder I never bought, and I was not in New Orleans when it was inspected.

*Question.* You state that you had four boats with nine guns each, and one with two guns; that you could have brought 20 of these guns to bear ahead, and that these guns were 7½-inch rifle, and 8-inch smooth bore guns. Please state what vessels had 9 guns each, how many 7½-inch rifles you had, and where you got them?

Com. HOLLINS. I was in error when I said they carried 9 guns each; the Gen. Polk, the Maurepas, the Livingston and the McRae. The Ivy carried but two. I do not recollect how many 7½-inch rifles I had, or how many smooth bore. I think all the guns came from the Department, with the exception perhaps of one or two of the rifle guns that we got in New Orleans. I am not positive that there were four of these vessels that had 9 guns each.

*Question.* Did the naval operations at New Orleans suffer for the want of coal?

Com. HOLLINS. No, sir.

*Question.* You speak of having seized a quantity of coal, and of its having been returned by order of the Department. Look at these letters and telegrams, marked "A," "B," "C," "D" and "E," and say whether or not they were received by you.

The following are the telegrams and letters referred to :

[ A. ]

"RICHMOND, Oct. 16th, 1861.

Per Telegraph.

Capt. GEO. N. HOLLINS, C. S. N., *New Orleans* :

Employ means to get coal best calculated to get it at lowest price, and

buy it all. District Attorney says 12 boat loads to be sold on the 24th, and more afterwards.

S. R. MALLORY,  
*Secretary of the Navy.*"

[B.]

"RICHMOND, VA., Oct. 19th, 1861.

Per Telegraph.

Capt. HOLLINS, C. S. N.:

Take prudent means to obtain all the coal for Naval use.

S. R. MALLORY,  
*Secretary of the Navy.*"

[C.]

"RICHMOND, Oct. 23d, 1861.

Per Telegraph.

Capt. GEO. N. HOLLINS, *Commanding at New Orleans:*

Yours in relation to coal received. Take prudent measures to obtain all you can for Naval purposes. Did you receive my dispatch of the 16th.

S. R. MALLORY,  
*Secretary of the Navy.*"

The CHAIR. Did you receive these dispatches?

Com. H. I did, sir.

The following is letter "D," referred to in the question:

[D.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, November 22d, 1862, }

Flag Officer GEORGE N. HOLLINS,  
*Commanding at New Orleans:*

SIR: Commander John K. Mitchell has been detailed to aid you at New Orleans, and the Department expects that you will at once adopt measures to insure that regularity, system, and economy in expenditures which are always essential, but never more urgently demanded than at this moment.

Your attention is again called to the request repeatedly made, as well by the Department as by the ordnance officer, to furnish a list of your guns. I desire to send you a supply of rifled guns, but have not been able to learn what you have or what you require.

You were directed by telegram yesterday to purchase no more steamers without authority from the Department.

Having purchased the "Gros-tête" and "Lizzie Simmonds" without first obtaining authority, and having proceeded to convert them into gun vessels, your purchase has been approved; but as appropriations for this purpose are limited, and expenditures must be kept within them,

you will in every instance, report the case to the Department for its action. No inconvenience to the public service can thus arise, so long as we have the use of the telegraph.

The expenditures in New Orleans far exceed for every object and in every case all estimates and calculations of the Department. For example: You recommended the establishment of a laboratory, and suggested that \$5,000 would be sufficient to establish it, and in my letter of the 27th of September, you were authorized to "arrange your laboratory, and proceed to get up your shell, shot, fuzes and fire-works," and in the schedule of items submitted by the Navy agent, I find an estimate of Mr. Kennons for ordnance already contracted for of \$120,000, and another for ordnance of \$26,000, making \$146,000 under this head alone.

In the accounts for fitting up the "Gen. Polk," just presented, I find that the vessel cost \$8,000, and the repairs, alterations, &c., \$52,459 99; and the items for the work upon the McRae, included in the statement accompanying Paymaster Nixon's requisition of the 10th instant, amounts to considerably over \$8,000.

The Department is aware that the prices of all necessaries are greatly enhanced, and is aware, too, of the difficulties in the way of organizing an efficient Naval force at New Orleans, but the condition of the public treasury admonishes us that for these very reasons, unusual care and circumspection in the expenditures must be observed.

Your attention is directed to the regulations governing Navy agents, to be found on page 28 of "Instructions for Navy Yards" of the United States, articles 1 to 13 inclusive, which are adopted by this Department, and must be observed, as well as any other regulations embraced in the instructions which can be made applicable to the station under your command, and as it is presumed many of them can be. A copy of them is herewith enclosed.

The commanding officers of your vessels are generally within one day's communication, and they must be required to make formal requisitions for all articles, repairs or expenditures, the necessity of which must be determined, and the amount of which must be controlled by you.

The steamer Jackson in your report of the 12th instant, is reported to be in bad condition. It is presumed that this vessel might be discontinued as a gun boat, and to be retained to tow one of your docks. This would dispense with the purchase of a steamer for this purpose for \$30,000.

The Department hoped ere this to have been able to express its approval to you of your seizure of coal, but the parties in interest have brought the matter before the President, and you will be advised of his decision.

Your proposition to purchase forty coal barges, light-wood, &c., for fire ships is approved, and you will proceed with all dispatch to arrange them. Care, I presume, will be necessary to keep them separated to guard against incendiary traitors.

Your predecessor was authorized to employ a clerk at the rate of \$900 per annum. The Department was not aware that you had appointed a secretary. You are entitled to one when afloat, and his salary is fixed at one thousand dollars (\$1,000) per annum. (See pay table United States Register.)



You will comply with the instructions of the ordnance officer, to forward statements monthly of all ordnance stores and equipments on hand, and also all contracted for; and you will make no further contracts without submitting them to the Department for approval.

The appointments of acting masters named in your letter of the 29th ultimo, are approved, as also the acting gunners. In making acting appointments in the engineer corps, you will confine yourself to the grades of third and second assistants, and you will divide the appointments named between these grades.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

The CHAIR. Did you receive that letter?

Com. HOLLINS. I did.

Letter E reads as follows:

[E.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, December 3d, 1861. }

Flag Officer GEORGE N. HOLLINS,  
*Commanding at New Orleans:*

SIR: In reply to your several communications in relation to coal, the Department gives you the following instructions, which, it is believed, will relieve you from embarrassment upon the subject. You are required to secure an adequate supply of coal for the Navy at New Orleans, including vessels and work shops.

You will retain possession of the coal which you seize. If possession of it has been surrendered, you will act as follows: You will call upon the holders of coal to sell it to you for the use of the Navy, and if they agree to let you have it at a fair price, you will at once make the purchase. If they shall refuse to sell it, except at a price which, in your judgment, is unreasonable and exorbitant, you will propose to refer the question of price to arbitrators mutually chosen, the price then ascertained to be paid and received for it. Should they refuse to sell, or refuse to have the price determined in this manner, you will inform them that by virtue of the power of the Government to take private property for its service, and in view of the indispensable wants of the Naval service, you will take possession of the coal under the authority of the President, and will proceed at once to do so, and inform the Department accordingly.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

The CHAIR. Did you receive that letter?

Com. HOLLINS. I did, sir.

Question. Is the telegram now shown you, your announcement of such seizure?

The following is the telegram referred to:

NEW ORLEANS, Oct. 24th.

To Hon. S. R. MALLORY, *Secretary of the Navy*:

I have seized all the coal afloat—say 800,000 barrels. Send me six hundred and fifty thousand dollars to pay for it.

GEO. N. HOLLINS."

The CHAIR. That was your telegraph.

Com. HOLLINS. Yes, sir.

*Question.*—Is the statement now shown you, dated the 24th January, your report of coal purchases in New Orleans to that date?

The following is the statement referred to:

COMMANDANT'S OFFICE,  
NAVAL STATION, NEW ORLEANS,  
January 24, 1862. }

Hon. S. R. MALLORY,  
*Secretary of the Navy, Richmond, Va.:*

SIR: In accordance with the Department's communication of 13th inst., I to-day place before it a correct statement of the coal transaction, under the Department's instructions of the 13th ultimo:

	BARRELS.
Amount of coal in New Orleans.....	112,827 $\frac{3}{4}$
“ on its way to New Orleans.....	34,000
“ at Bayou Sara.....	15,026
“ at Baton Rouge.....	26,014
“ on board the Livingston.....	1,750
	<hr/>
Total amount on hand.....	189,617
“ delivered previously.....	12,548

I have paid for the above as follows: 24,479 barrels at \$1.25 per barrel, the market price of the article the day of purchase and ever since.

17,000 barrels at \$1.05; amounting to.....	\$17,850 00
146,327 $\frac{1}{4}$ barrels at \$1; “ “.....	146,327 25
14,360 barrels at 75c.; “ “.....	10,770 00
	<hr/>
177,687 $\frac{1}{4}$ barrels, at.....	\$174,947 25
Add to this expenses for towage services, labor and contingences.....	6,476 00
	<hr/> <hr/>

Total price for 177,687 $\frac{1}{4}$  barrels \$181,423 25, showing an average price of \$1.02 $\frac{1}{4}$  per barrel. At the present market value of coal, the amount purchased would increase to the sum of \$222,108 25. From these figures it will be made apparent that an amount of \$40,685 has been actually saved for the Department.

I am now endeavoring to procure about eight thousand barrels, beached on the banks of the Mississippi, at the rate of \$1 per barrel.

Hoping that the above transaction may meet with the Department's approval, I remain, very respectfully, your obedient servant,

GEO. N. HOLLINS, *Flag Officer.*

The CHAIR. Is that your report?

Com. HOLLINS. It is, sir.

Question. Did you not receive the following letters, marked "F," "G" and "H," portions of which refer to powder?

F.—[COPY.]

CONFEDERATE STATES NAVY DEPARTMENT, }

Richmond, December 18th, 1861. }

Flag Officer GEORGE N. HOLLINS,

Commanding at New Orleans—

SIR: Your letters of the 10th and 12th instants, have been received. Your explanation of the charge of \$1,000 by the owners of the "Alonzo Child" is sufficient, and payment will be made. The Department deplors its inability to give you an ample supply of powder. Every exertion to obtain it, has been, and is being made, and it is hoped that success will speedily attend them.

In the meantime, you will neglect no opportunity to purchase powder. To obtain an article of such prime necessity, the Department is unwilling to limit you to a price, and fixes upon \$1 per pound rather as an indication of its views than as a limit to your discretion.

The Mobile papers give an account of a cruise of the Florida, in which she fired eighty times at a Federal gun boat at long range; and if true, it is to be regretted that the timidity of the enemy should have caused so great an expenditure of powder to so little purpose.

You have been fully instructed under date of the 13th instant, as to buying the Manassas, and you will not probably require further instructions on the subject. In her attack upon the Richmond, her 9-inch gun was not fired. Would not a shell fired into her just before the collision, have been very damaging?

The ordnance officer will communicate with you on the subject of your guns.

I am, respectfully, your obedient servant,

[Signed]

S. R. MALLORY,

Secretary of the Navy.

The CHAIR. Did you receive that letter?

Com. HOLLINS. I did, sir.

G.—[COPY.]

CONFEDERATE STATES NAVY DEPARTMENT, }

Richmond, January 11th, 1862. }

Flag Officer GEORGE N. HOLLINS,

Commanding at New Orleans—

SIR: I desire to call your attention to the protracted stay of the Florida at Mobile, where she can render no possible service, and to the expediency of instructing Lieut. Hays accordingly.

The Secretary of War having agreed to accept the cannon powder recently carried to New Orleans, at \$2 per pound, this Department is to have 10 tons of it at this price, and the agent of the War Department will be instructed to turn it over to you.

You will please report at once to the Department, the armament and stations of your barges, and what service they are rendering. The Livingston I presume, must be ready, and you will report her condition also.

You will send such vessels as you can spare to Columbus to aid Gen. Polk.

Your letters to the Department are not sufficiently in detail as to your operations, and you are requested to afford more full information thereof.

So soon as Commander Mitchell's report shall arrive, you will be informed upon the subject of constructing at once two more steamers on the lake shore.

Very respectfully, your obedient servant,

[Signed]

S. R. MALLORY,

*Secretary of the Navy.*

The CHAIR. Did you receive that letter?

Com. HOLLINS. I did, sir.

H.—[COPY.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *January 18th, 1862.* }

*Flag Officer* GEORGE N. HOLLINS,

*Commanding at New Orleans—*

SIR: You were authorized yesterday by telegraph to deliver the receiving ship "St. Phillip," to Mr. Addison Cammack, of New Orleans.

The following are the terms upon which she is turned over to him, viz: He is to put her in order for a voyage to Havana, to purchase a return cargo of 100,000 pounds of powder, and from 3 to 5,000 stand of arms; to furnish them to the Department at what they cost him in Havana—to supply her place with a vessel satisfactory to you, and to return her in good condition at the end of the voyage.

I am, respectfully, your obedient servant,

[Signed]

S. R. MALLORY,

*Secretary of the Navy.*

P. S.—The above arrangement to extend to two other voyages at his option.

The CHAIR. Did you receive that letter?

Com. HOLLINS. I did.

The following is the telegram referred to in that letter:

RICHMOND, *January 12th, 1862.*

Per Telegram.

*Flag Officer* GEORGE N. HOLLINS,

*Commanding at New Orleans:*

Take 10 tons of the powder.

[Signed]

S. R. MALLORY.

*Secretary of the Navy*

The CHAIR. Did you receive that telegram?

Com. HOLLINS. I did, sir.

*Question.* You speak of having left your command and gone to New Orleans at the request of Capt. Whittle. Look at the letters marked, "I," "J" and "K," and say if you received them?

I.—[COPY.]

C. S. NAVY DEPARTMENT, }  
Richmond, Va., April 8th, 1862. }

*Flag Officer* GEORGE N. HOLLINS,  
*Commanding Naval Defences, Mississippi River,*  
*Memphis, Tenn. (To be forwarded.)*

SIR :

\* \* \* \* \*

This vessel is a novelty in her construction, and the Department relies upon you to make her formidable to the enemy. Strike a blow when and where you can; the harder the better. At this distance from the scene of action, I cannot attempt to direct your movements in detail, but having entire confidence in your zeal and professional ability, I can only enjoin you to watch the enemy, and to assail and destroy him whenever you can.

\* \* \* \* \*

I am, respectively, your obedient servant,  
[Signed] S. R. MALLORY,  
*Secretary of the Navy.*

The CHAIR. Did you receive that?  
Com. HOLLINS. I did, sir.

J.—[COPY.]

RICHMOND, April 10th, 1862.

Per Telegraph.

*Flag Officer* GEORGE N. HOLLINS,  
*Memphis, Tenn. (To be forwarded to Fort Pillow:)*

Dispatch of to-day revoked. Co-operate with the army; harass and annoy the enemy. Employ your squadron to the best advantage, but do not go down the river as you propose without overwhelming necessity, and first advising me. Your duty is to do all in your power to resist the enemy's descent of the river.

[Signed] S. R. MALLORY,  
*Secretary of the Navy.*

[COPY.]

RICHMOND, April 10th, 1862.

*Flag Officer* GEORGE N. HOLLINS,  
*Fort Pillow, Tenn.*

I hope the Louisiana will leave New Orleans and join you immediately. She was to have been ready to-day. The ship built by Tift, called the Mississippi, will join you at the earliest moment. Your proposition to quit the enemy and to go to the mouth of the Mississippi,

cannot be entertained. You must oppose his descent of the river, and his movement of vessels and troops at every step.

[Signed]

S. R. MALLORY,  
*Secretary of the Navy.*

The CHAIR. Did you receive that?

Com. HOLLINS. I did, sir.

K.—[COPY.]

RICHMOND, Va., April 11th, 1862.

Per Telegraph.

Flag Officer GEORGE N. HOLLINS,

*Care Capt. Wm. C. Whittle, Commanding at New Orleans:*

Your dispatch received yesterday, proposed to abandon opposition to the enemy's descent of the river by your fleet, and to carry your fleet to the mouth of the river. This proposition is totally inadmissible; every effort that nautical skill, invention, and courage can put forth must be made to oppose the enemy's descent of the river, and at every hazard.

You inform me that you have gone to New Orleans at the urgent request of Capt. Whittle. You will therefore send these orders to the senior in command of your squadron by telegraph. The Louisiana must join your squadron at the earliest practicable moment.

[Signed]

S. R. MALLORY,  
*Secretary of the Navy.*

The CHAIR. Did you receive that?

Com. HOLLINS. I did, sir.

*Question.* Look at these dispatches of the 9th and 10th of April, and say whether you sent them?

“FORT PILLOW, April 9th, 1862.

To S. R. MALLORY:

These boats of the enemy are heavy iron gun boats, either one of which are heavier than all of mine: have passed Island No. 10. I see nothing that I can do against them in a fight. My vessels might render good service at the mouth of the river. I await your answer.

GEO. N. HOLLINS.”

Com. H. I sent that telegram.

“BATON ROUGE, April 11th, 1862.

To Hon. S. R. MALLORY, *Sec'y of the Navy:*

SIR: At the request of Commander Whittle for my immediate presence in New Orleans, I determined to proceed thence to Montgomery. Fleet is on its way up the river. Will you order mine down the river? I can render effective service below. Commander Pinckney is in charge of the vessels at Fort Pillow.

GEO. N. HOLLINS, *Flag Officer.*”

The CHAIR. Did you send that?

Com. H. I did, sir.

*Question.* Did you leave your command near Fort Pillow with or without the Department's authority?

Com. H. I left it without the Department's authority.

*Question.* What supply of powder had you when you went up the river in January last?

Com. H. I could not tell you exactly the quantity. We did a great deal of fighting, so much so that I felt always a delicacy in attacking one of the forts, being fearful of getting out of powder altogether. So apprehensive was I of running out of powder, that I telegraphed at one time to the Department, stating that I was short of powder. I received a reply stating that I would soon be supplied.

The CHAIR. My attention is called to the telegraph here, telling you to take ten tons of powder with you. This dispatch is dated January 12th, 1862.

Com. H. That I believe was before I left New Orleans. We had not ten tons there at the time; but I got all the powder I could.

Mr. SEMMES. When you say that, what do you mean?

Com. H. We had not ten tons there for the Navy. We were, however, expecting a supply there.

*Question.* You speak of the enemy's vessels' guns in broadside—did not the enemy's vessels all have pivot guns to train ahead?

Com. H. I don't know. I only know that the Richmond had not a pivot gun. I believe the other sloops of war were similarly circumstanced, and had not, I think, any pivot guns.

*Question.* You say that you told the Secretary if you had been allowed to do what you proposed, you would have whipped the enemy's squadron. Please state what was it you proposed, and when and to whom you proposed it.

Com. H. I never proposed it to anybody. I only said that if I had been permitted to go down, I should have whipped the enemy. I did not propose it, as I have already said, to anybody. I only mentioned it in conversation with others. I said also that I thought the enemy's vessels came up as it was pretty severely handled. I did, in telegrams of the 9th and 11th of April, propose to the Secretary to take them down.

Mr. SEMMES. You had also a conversation, I understood you to say, with the Secretary, after you came on here.

Com. H. Yes, sir.

*Question.* If you ever made a proposition to whip the enemy's squadron, state where and to whom it was made.

Com. H. That question, I believe, I have already answered.

*Question.* Did you ever make a suggestion or recommendation for the defence of New Orleans to the Department that was not adopted, and if so, what was it?

Com. H. No, sir; I never made any that was not adopted, with the exception of sending the squadron down to the mouth of the river.

On motion of Mr. DUPRE, the committee then adjourned until half-past 9 o'clock on Friday the 19th inst.

FRIDAY, SEPT. 19, 1862.

The Committee met at half past 9 o'clock.

Present—Messrs. Clay, (Chairman,) Lyons, Maxwell, Foote, Boyce, Semmes, Peyton and Barksdale.

Lieut. BEVERLY KENNON was called and sworn.

Mr. SEMMES. You were a Lieutenant in the Navy?

Lieut. KENNON. Yes, sir.

Mr. SEMMES. When were you assigned to New Orleans?

Lieut. KENNON. On the 25th of July, 1861.

Mr. SEMMES. What was the duty to which you were assigned?

Lieut. KENNON. A week after I arrived there, I was assigned to the ordnance department—that was about the 1st of August.

Mr. SEMMES. What was the condition of things with regard to the ordnance at the time you arrived there, and what did you undertake to do?

Lieut. KENNON. There was nothing there in the way of ordnance. There was no preparation made for the making or manufacturing of anything to my knowledge.

Mr. SEMMES. What did you undertake to do?

Lieut. KENNON. I undertook to fit out the ordnance, and I did it. There was not a cartridge bag furnished to the McRae. I commenced by making cartridge bags for her, and from that time, I found I had everything to do. I commenced with light ordnance. I had to make the models for all the sabots, shell and shell-shot, and in fact everything that is used in a navy ordnance. I also had shells made for muskets and Mississippi rifles, as well as hand-grenades, filled with gun cotton and Greek fire. I had also made what are termed liquid shells for rifles and other guns. These I invented myself, together with the rocketts. These things they stopped me from making on account of the expense of getting them up. I don't know that any of the musket shells were made after I left New Orleans. I know that some of the hand-grenades, some of the liquid shells and the primers which I had made there, were furnished to the army. I furnished thousands of munitions of different kinds to the army. Different kinds of shells which I ordered to be made were also furnished them. These were the shells that I was subsequently prevented from making. I found when I afterwards returned to New Orleans, that the only 13-inch shells they had, were those made by me in August, and used at Fort Jackson. I had no assistance at that time, and of course that made the duty doubly onerous upon me. Everything being scattered throughout the city, I was compelled to move constantly about to different points to see that all was going on well. Sometimes officers would come from the lake for supplies, and sometimes from the river, and I had to attend to all. The Government, however, ordered me away, because of the heavy expenditures I had incurred. I was ordered to a subordinate capacity—that of second Lieutenant, when my juniors were left in command of other ships—men who were not even Lieutenants, and that because I had taken on my own shoulders the responsibility to spend all this money in New Orleans. I knew if I allowed myself to be tied down by the rules of the office, I never would have done anything. I told the Commodore if he authorized me, I would take the responsibility of doing



what I thought was necessary; and I did it. For this, the Secretary condemned me. When I returned to New Orleans some four months after I left, they had just cast one gun of the number that I had ordered some six months previous. One was cast there, and then all was stopped. The Government became displeased because I purchased block tin, at 25 cents, that was afterwards sold at about \$5. I also bought flannel at from 30 to 40 cents a yard, that was sold afterwards at from \$2 to \$2.50. I got zinc at about 20 cents for making powder tanks. This zinc went up afterwards to 68 and 87 cents. I mention these things to let you see my reason for purchasing so many articles at that time. At first when I made the contract for guns, the hire of laborers was very much less than it was afterwards. I had guns made then for 11 cents a pound. The Government had subsequently to pay 13 cents. The first contract was made in August, soon after I went to New Orleans.

Mr. SEMMES. When did you leave New Orleans?

Lieut. KENNON. On the 28th day of November I was ordered away from New Orleans. I got permission however from Com. Hollins to remain, because there were a great many bills that I was to see after. In the meantime I was ordered away by the Secretary, but Commodore Hollins told me to remain, and I did so. I think I erased about thirty or thirty-five thousand dollars that had been overcharged in bills. I was afraid at one time even to take that responsibility, as I thought the Department would be angry with me. I took the chance's, however. On my return here I thought to explain everything connected with my operations in New Orleans to Capt. Buchanan and the Secretary of the Navy; but I was afforded no opportunity to do so. I had but five minutes to decide whether I would submit to an indignity or resign, and I did resign. I tested about 35 guns, some of which I mounted on the lakes, some on the river, and others on the forts; and when I resigned and returned to New Orleans, Gen. Lovell placed me, I may say, in charge of the heavy ordnance. I tested all the heavy columbiads, and had before frequently tested, sighted and mounted a number of other guns. I sighted all the rifle guns in Fort St. Phillip and Fort Jackson. These things had not been done when I first commenced the work in New Orleans. Soon after I went there, I went to the Commodore and stated to him that it would be a good plan to allow me to have guns made. I said to him, if you disapprove of them, why we can immediately suspend further operations. If you approve of them, it will be so much time saved. He told me to take charge of the matter. I was subsequently ordered away six times, I believe, but the Commodore kept me there.

Mr. SEMMES. I heard you were charged with extravagance.

Lieut. KENNON. I consulted with many ladies and gentlemen, and they advised me, if I should get these things at all, to get them then.

Mr. SEMMES. When was this?

Lieut. KENNON. In August and September. I purchased at that time 1,000 yards of flannel, and in a few weeks after I purchased 34,000 yards; the price in the meantime having advanced two or three cents a yard. The firm of McStea, Value & Co. advised me to purchase all I could get, and I bought a large quantity of them. The only things, I think, I made a mistake in purchasing, were guns and pistols.

I tried to purchase fine weapons, but the Commodore said he did not feel authorized to pay the price demanded, and made me get very cheap guns and pistols. I did do so, and neither one or the other is worth much. I was then ordered to get cutlasses. A man offered to make them at from \$5 to \$7; but the Commodore refused to take them, because he did not feel authorized to pay that price for them. I then had them made of case knives; but they did not appear to as good advantage as the others would. Everything else gave satisfaction. These cutlasses we used but for a short time.

Mr. SEMMES. What was the total amount of your expenditure?

Lieut. KENNON. It was between half and one million. If the contracts had been filled, they would not be short of a million. There were 86 guns of assorted sizes ordered, which were very expensive. Munitions cost a great deal. Sometimes I got powder for nothing. Then again it cost me as high as \$3 a pound, and sometimes I bought it at \$2 and \$2.50. I went to men who had it in their stores, and if they refused to give it at a fair price, I would seize upon it. This I did in some instances.

Mr. SEMMES. If these things had been purchased at a later period, what would have been their probable value?

Lieut. K. I don't think you would have gotten them for three millions of dollars. In the first place you cannot now buy block tin, which is necessary for the manufacture of brass guns, because you use 10 parts of tin to 90 parts of copper, and unless the tin is pure block tin, you cannot make a gun that will be serviceable.

Mr. SEMMES. Did you purchase a large quantity of tin?

Lieut. K. I engaged and purchased enough to make 36 brass guns. Twelve were ordered, and but one made. Leeds & Co. had the order to make them, and though I had the block tin for that purpose, they had to give them up. The Government or the State, or both, bought that block tin afterwards for the making of field pieces for the service of the State or the Confederate States.

Mr. SEMMES. Were any engagements or purchases made by you ever rescinded or ordered to be returned?

Lieut. K. Not to my knowledge. I heard that an order to that effect had been given, but I cannot say whether or not it was carried out. I know I bought flannel enough to last for some time. When I returned to New Orleans, I saw a bill for 687 yards of flannel, amounting to \$687, and 1,080 yards, amounting to \$1,080. I noticed these two items, because I had a few weeks previous purchased the same article for from 30 to 40 cents.

Mr. SEMMES. At what period did you return to New Orleans?

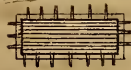
Lieut. K. On the 1st of March. I went there to engage in privateering on my own hook. When I returned, I found that the vessel I intended to get was sold. I had a consultation with Col. Black, a friend of mine, on the subject. He went to Charleston to purchase a vessel, and I remained in New Orleans to get a battery, and while there, I was employed by Gen. Lovell for duty in the ordnance department. I subsequently went on board the Gov. Moore, which had been offered me by the Governor of Louisiana. A month after, I was a prisoner.

Mr. SEMMES. Were you in the battle?



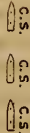
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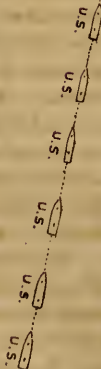


*This is the point at the head of the reach where Lieut Kennon thinks the Louisiana and the other C.S. gun boats ought to have been stationed.*

FORT JACKSON.



FORT ST. PHILIP.



Lieut. K. I was, sir, and I sunk the only vessel that was sunk—the Veruna.

Mr. BOYCE. What was the number of your crew?

Lieut. K. Ninety-three; and out of that number, I lost 74.

Mr. SEMMES. Suppose Com. Hollin's fleet had been brought down there to engage the enemy with what force was there, do you think he would have made any successful resistance?

Lieut. K. I have no doubt he would have whipped them two to one in that position.

Mr. SEMMES. Explain your views as to how that could be accomplished?

Lieut. KENNON here prepared a rough drawing of the position of the forts and vessels. It will be found marked "A" on the opposite page. He then went on to explain—

The two forts are situated on the opposite banks of the river, and under each fort lay a portion of the Confederate gun boats. The enemy's vessels attempted to pass between the two forts up the centre of the river. This they attempted to do, because the forts could not fire at them without endangering the gun boats on the opposite banks; which the forts did. In this position, they were exposed both to the fire of the enemy and to the fire of our own forts. When the enemy succeeded in passing the forts, they passed our gun boats; two of them being disabled. There were then but very few small guns left to dispute their passage up to the city. But if our gun boats had been placed at the head of the reach, the enemy's vessels would then have been under a cross fire of the forts, and the fire of all our squadron to the distance of four miles down the river, and four miles up. Then should any vessel have succeeded in passing our vessels at the head of the reach, this battery would have commanded the river for four miles up. But situated as they were, when the enemy reached the point at the head of the reach, they were entirely out of harm's way, and the way was open to them to the city. I also recommended to Gen. Duncan, and I know he got that letter—to fill up all this space with fire rafts and fire ships, and permit the enemy, if they choose to do so, to come between the forts before he opened fire upon them. All these fire ships, with fire rafts above them, would have driven them out of the river, without the firing of a gun. But no notice was taken of this suggestion. The Louisiana at the head of the reach, could of herself, in all probability, have kept a number of these vessels down because her battery of rifle guns would have commanded the approach. Another battery of heavy rifled guns commanded the reach. But lying where she was, under Fort St. Phillip, with her guns only able to move directly up and down, and directly across, the enemy were enabled to come up and pass the forts, without her being able to train her guns so as to bear properly upon them. In this attitude, the only chance she had of firing upon the enemy was, when they were actually above Fort Jackson. The Louisiana could not fire her battery that was pointing up the river until the enemy came to the head of the reach, because she was so situated with reference to our disabled gun boats, that in firing at the enemy she would have struck them. The battery near the shore was of no use to her. I don't know that she ever used the battery pointing down the river. The only battery used to my knowledge in

the fight, was the one pointing over on the Fort Jackson side. To give an idea of the service that ship could have rendered, I will remark that the Hartford whilst lying close beside her—in fact almost touching her, fired a broadside into her with 9-inch shot, and failed to penetrate her. In addition to the Louisiana, we had 13 other gun boats, eight or nine of which were fitted out for the express purpose of running into vessels—in other words, to act as rams. For a short distance on their bows they were clad with iron, which was thick and strong enough to strengthen that part of the ship. Now if these vessels had been placed at the head of the reach, the instant the enemy succeeded in passing the forts, each one could have selected a ship, and in all probability, sunk her. But being closely packed together along the side of the river, they were not only in each other's way, but had not even room to turn; nor had they space to give them velocity enough to strike with sufficient force to do any material damage. Attempts to strike were made in two or three cases, but they failed for want of space to manœuvre in. After the enemy passed the forts, there were about 17 guns left to contend against the force brought against us. To give you an idea of the awful odds against us, I will state that when I surrendered, I had sunk one ship, and seven others were firing upon me—the whole seven mounting 118 guns, a large majority of which, were 8, 9 and 11-inch.

Mr. SEMMES. I asked you particularly as to what the result would have been, if Hollins' fleet had been down there?

Lieut. K. I cannot answer about his fleet, because many of the vessels were fitted out after I left New Orleans. I saw but one of them at New Orleans, and she had been into a number of fights above, and was pretty well cut up.

Mr. SEMMES. Which was that?

Lieut. K. The Ivy.

Mr. MAXWELL. I understand all you say then to refer to the vessels there at the time?

Lieut. K. Yes, sir.

Mr. MAXWELL. I understand you to say that these vessels, if properly handled in this conflict, would have defeated the enemy any how?

Lieut. K. I think so.

Mr. SEMMES. What I wish to attract your attention to is Hollin's fleet. I desire to know from you whether, if that fleet had been brought down, the chances of successfully resisting the enemy would not have been much greater than it was?

Lieut. K. Why, certainly, sir. I don't see how they could have come up, as it was, if things were properly managed. We drove seven of their vessels down. I furnished an account of the affair to the Secretary of the Navy, and also to the Governor of Louisiana. We labored under one great drawback, and that was, that Capt. Mitchell had been in command there only two or three days. Commodore Hollins had been there before, but was ordered away. If he had been left in command, I am satisfied he would have whipped the enemy out of the river, because he knew how everything was situated there, and Capt. Mitchell did not.

Mr. SEMMES. How do you know?

Lieut. K. I wrote to Com. Hollins about it. He met me on Canal street about the 10th of April, and told me to let him know the condition of things there. I told him he ought to send down the Louisiana as she was, and put her at the head of the reach. I remarked to him that the ship could be sent there without causing any detention in the progress of the work. I said that the work then going on upon her had to be done by candle light in the daytime, and operations upon her could go on as well if she was sent down, as where she was. I said that the enemy might not attempt to pass the forts for a month, and by that time the Louisiana would be finished, and that if they attempted to pass, they could not hurt her. I expressed to him that the Louisiana, acting in concert with the forts, would be worth ten times more than if acting by herself. I remarked that she could not travel by herself, nor could she act as a ram. The Commodore sent his aid down with me to see Gen. Duncan, and told me if he felt that the suggestion was right, to let him know. I telegraphed to Captain Whittle for fire rafts, but never received any reply. I telegraphed to General Lovell for fire ships, and recommended him to take the old ships lying at New Orleans, which would be burnt if the enemy got up there. I remarked that we might as well take them, and that if chain cables were wanting, I had enough of them. I offered to take them from the ship I commanded, because I could tie them up to the trees. Those I had were stout cables, so much so, that it would, in my opinion, take the enemy one hour to cut them. We could sink the whole of them in that time. To this telegraph I never received an answer. A short time after some fire rafts were sent down, and I took that as answer. When the fight was over, and I was going to New York as a prisoner, I counted 17 fire rafts along side the two banks of the river that had not been fired, nor moved from their original position. I don't know who had charge of them. One fire raft was taken down along side the ship of war Hartford, and it set her on fire. She was immediately run ashore, and in that position received 60 or 70 shots, and came very near falling into our hands. This I got from her own officers while a prisoner on board of her; and if one fire raft did so much service, I would like to know what 100 of them would do?

Mr. SEMMES. You speak of having a good many guns cast at New Orleans?

Lieut. K. I ordered a good many there, but few were cast.

Mr. SEMMES. You say you tested some of them?

Lieut. K. I tested 13 at one time—six of them were made by Leeds & Co.; one, a heavy 8-inch, was made by Surgis & Bennett, and six by Bujac & Bennett. The six made by Bujac I had to condemn, because they would not pass inspection, the interior being filled with cavities, when a single one will condemn any gun. The cavities on the exterior should not have exceeded the 10th of an inch, but the holes inside were much deeper than that. I tried the guns, however, with a heavy charge, and they stood the test. But there was no telling when they might burst. Leeds' guns have been in use up to this time, and also the 8-inch columbiads made by Surgis & Bennett. Some of them were mounted on a floating battery, and the last one I tested was sent to Fort St. Phillip. I don't know how many other guns were made, because there were some made and tested during my absence.

There was one that I ordered to be made by Leeds & Co., and it bursted at the first discharge, with only a charge of ten pounds of powder, which is nothing more than an ordinary charge for that size gun. I suppose they must have used very bad iron, or there must have been some very great defect in their furnaces. After I went to New Orleans in July 1861, there were different air furnaces fitted up there for the purpose of making heavy cannon, and one or two of them were in use when I returned there in March.

Mr. SEMMES. What time in March?

Lieut. K. The 1st day of March.

Mr. SEMMES. How long a time does it require to manufacture a gun?

Lieut. K. It takes two or three weeks to make the model. If you have model and all, you cannot get a gun out of the furnace in less than 14 days from the time the gun is put into the flask. It has to be bored in the interior and it has to be turned on the exterior; and then you have got to take all the roughing off, and afterwards test it with powder. And even then it is hardly safe, at least within a month. It is by no means as good as a gun that has been exposed for some time.

Mr. SEMMES. Is any gun a month old hardly safe?

Lieut. K. You can fire it, but it is not as good as an old one, although guns are often made and sent immediately on board a ship. It is not safe for us to adopt that rule, however, because the casting of guns is a new thing with these foundries. I think Surgis makes the most reliable guns of any founder in New Orleans. To give you an idea as to how little they know about a gun, I will remark that they put the trunnions on in such a way upon a gun which they manufactured some time ago, that the preponderance was in the muzzle instead of the breech.

Mr. SEMMES. That was when they first commenced?

Lieut. K. Yes, sir; They were casting these guns for the Lafayette Artillery; but I corrected the error for them.

Mr. SEMMES. When was that?

Lieut. K. Last October.

Mr. SEMMES. Then, if they had to make the model and make the gun how long would it take to make one?

Lieut. K. It would take 23 days to make a model for a heavy 32 pounder. If hurried out, the gun would afterwards be made in a week. But there is a great deal of nice work to be done after it is cast. There are a great many parts about a gun that must be made separate and all combined afterwards in the model. In all, I don't think you could get a reliable gun out from the time you commence making the model, taking it afterwards out of the flask, under six weeks. It takes a number of days to turn a model even for a shell. The balls are required not to be beyond a certain diameter. The minimum measure must be the three hundredth part of an inch from the maximum. This requires some time to be regulated.

Mr. SEMMES. When you make a model for one gun will that answer for a battery?

Lieut. K. Yes, sir; for a thousand.

Mr. SEMMES. Having the model made, it takes about three weeks to make a gun?



Lieut. K. About two or three weeks, if you have everything ready; but I am sure you cannot get a gun ready under two and a half weeks, even though the model is already prepared. Then you have got to have a carriage made, and the cost of the carriage is generally about twice as much as the cost of the gun. A 10-inch gun is worth about \$900, while a carriage is worth \$1,800, because there is a great deal of nice work upon it.

Mr. SEMMES. From what you know of the facilities afforded at New Orleans for the manufacture of guns, could heavy guns have been constructed there from the month of December down to the fall of New Orleans?

Lieut. K. They could, sir. I say so, because I tested one that was made within that period, and that gun was used during the fight in Fort St. Phillip. It was a heavy 8-inch columbiad. Between the 20th of March and the attack upon the forts, I tested, had rifled, banded, mounted and sighted 13 heavy columbiads and rifle guns. I mention that to let you see that they did work as quick there as anywhere else. Gen. Lovell gave me a battery, but I found it was too small. He then told me if I could get another battery, I could have it. I had the guns rifled, brought on board and mounted in 48 hours.

Mr. SEMMES. How did you manage to have them put in operation so quick?

Lieut. K. I made them work day and night until the guns were finished.

Mr. SEMMES. Who did the work?

Lieut. K. Leeds & Co.

Mr. SEMMES. How many guns had you?

Lieut. K. Two for that vessel. I commenced work on the guns on Monday morning, in the month of October, and I left New Orleans with the battery on Wednesday, at 3 o'clock. This battery consisted of one 32-pound rifle, and one 8-inch columbiad, with a crew of 66 men. The Tuscarora went into the fight thoroughly equipped in every respect, and I brought her back to New Orleans on Sunday at 3 o'clock. She is the strongest gun boat on the Mississippi. I tried very hard to get a steamer there called the Florida, about 750 tons. She is very fast, and a very handsome vessel indeed. Com. Hollins said he could not let me have her. I called upon him two or three times after, but he told me he could not give her up. The vessel was afterwards sold to the merchant service. She ran the blockade with a lot of cotton, and was afterwards captured.

Mr. BARKSDALE. Did he apply for permission to purchase her for the Navy Department?

Lieut. K. I don't know, sir.

Mr. SEMMES. What sort of machinery did she have?

Lieut. K. A directly acting screw of about 100 horse power. It was said she could steam from 15 to 17 miles an hour, which is equal to 13 knots. The price paid for her was \$68,000. She was offered to the Government for \$58,000. She was about the same size in all respects as the United States steam sloop Pocahontas. Her hull and engines complete, exclusive of guns, cost \$106,000.

Mr. SEMMES. You were appointed to the Navy again by the President?

Lieut. K. I was appointed Lieutenant to take rank below every Lieutenant in the Navy. I know many that were placed above me who I am sure never sailed on board of a square rigged ship. I knew many who had just graduated in the naval academy in their academical studies.

Mr. BARKSDALE. The President and not the Secretary of the Navy, makes the appointments?

Lieut. K. The President makes the appointments, with the advice and consent of the Senate.

Mr. SEMMES. I would like to know whether the Secretary of the Navy had any agency in your appointment again?

Lieut. K. I don't know that he had. I know that Gen. Humphrey Marshall, who resigned, could not re-enter the service unless he withdrew his resignation; and permission was granted him to do so. When I declined this commission, the Secretary said that I had better take it, that something might turn up after. I declined it, because I would have to serve under officers that did not know their duty. I have since asked him to allow me to withdraw my resignation, but have received no answer to the request. I did not ask for this appointment. It was altogether an offer on the part of the Government.

Mr. SEMMES. I thought, from what you told me, that you had been restored to your former position.

Lieut. K. A lieutenant's appointment was offered to me, but I did not take it, because I was assigned rank at the foot of the list of lieutenants.

Mr. BARKSDALE. You thought you were badly treated?

Lieut. K. Yes, sir. I was charged with spending money without orders. Captain Buchanan said that I had better be ordered where I could do no harm.

Mr. BARKSDALE. What right had Capt. Buchanan to make this remark?

Lieut. K. He was in charge of the office of detail. I offered to explain everything to him, but I was afforded no opportunity to do so.

Mr. BARKSDALE. He is the gentleman who commanded the *Merimac* in the fight at Hampton Roads?

Lieut. K. Yes, sir. I went to the Secretary afterwards to request permission to withdraw my resignation, but he refused to have anything to do with it.

Mr. BARKSDALE. You are not serving then in the Navy?

Lieut. K. No, sir; I have been serving without rank or pay for nearly nine months.

Mr. BARKSDALE. Then this bad treatment was not after the engagement at New Orleans?

Lieut. K. No, sir. This offer of a commission was made to me the other day. I was with Com. Hollins when he had the fight at the mouth of the river. The Commodore asked the Secretary of the Navy to allow me to remain at New Orleans, and take charge of the ordnance, but the Secretary ordered me away. I then resigned because I did not wish to take a second Lieutenantancy in the *Patrick Henry*, when my junior officers had higher command. When I went to Capt. Buchanan to explain all that I did, he refused me a hearing. I said to him that I desired to be tried by court martial so that all the facts would be

developed, and his reply was that I should obey orders. I did not obey, and then I resigned.

Mr. BARKSDALE. He thought you did wrong in purchasing these articles without orders?

Lieut. K. Yes, sir. I went out in the lake one night and located a submarine battery a mile from the shore, in six or seven feet of water; I had a vessel placed over it, and immediately upon the arrival of the New Orleans train at the lake, I fired the battery with electricity from the shore, and instantly the vessel was blown up. I made many of these batteries.

The CHAIR. Was any of them ever used against the enemy?

Lieut. K. I don't know, sir.

Mr. BOYCE. Could they have been used to blow up ships at the forts?

Lieut. K. Yes, sir. They are large iron shells filled with powder. I used large copper wire covered with gutta percha, and at the proper time, caused it to explode with the usual galvanic battery. I saw one of them prepared in Washington some years ago by my father; and the first thing I did when I went to New Orleans, was to make one of them. I will here remark that there were two 40 horse power engines in New Orleans belonging to a man named Phillip Maguire, which I wanted the Government to buy, but they declined to do so, because they were too small. In the English Navy, they have plenty of vessels of 20 horse power.

Mr. BOYCE. What made the Yankees put you in irons?

Lieut. K. They did not put me irons; but they kept me in close confinement. They said I burned all the wounded men up in my ship. The facts in the case were these: When I found that I had to destroy the vessel to prevent her from falling into the hands of the enemy; I ordered the wounded to be placed in a boat, and all the men who could, to save themselves by swimming to the shore and hiding themselves in the marshes: I remained to set the ship on fire. After doing so, I went on deck with the intention of leaving her; but found I could not do so. As the wounded had been left with no one to take care of them, I remained and lowered them into a boat, and got through just in time to be made prisoner. The wounded were afterwards attended by the Surgeons of the Oneida and Ereka, and two days after that, they were released on parole. I was sent to Boston, and kept in close confinement, charged with having burned these men, without making the feeblest effort to rescue them. When in Fort Warren, the Secretary of the United States Navy wrote me a letter, asking me to furnish him the particulars of the destruction of the vessel with the wounded men. I explained to him what became of the wounded men, but I told him that it would not be proper under any circumstances, that I should give him the particulars of the destruction of the ship, as it was a matter that concerned my Government, and with which his had nothing whatever to do. He addressed me as Beverly Kennon, and spoke of Capt. Mitchell, as John Mitchell. I told him that as he had studiously denied both Capt. Mitchell and myself not only our official designation, but what common courtesy required, I could make no further reply to his letter, without failing in respect to myself and my Government. I was soon after released from prison, and allowed the same privileges as the others.

Mr. SEMMES. Did you ever visit the Mississippi?

Lieut. K. No, sir; I was so busy in New Orleans that I had not time to go see her. We would have had 30 vessels in the Mississippi river if we had taken them last year and fitted them up for service. The State of Louisiana and the city of New Orleans could have secured some eight or ten others that had been purchased by merchants; and could have had them fitted up in such a manner as rams, as would, I am sure, render them equal to any vessels the enemy would be able to send against them. But this was neglected. The city took about 16 or 18, and the State two. The rest ran the blockade, and were captured by the enemy, or burned at the wharf in New Orleans. The Government took three or four previous to July of last year, before I went to New Orleans. I took one when I was there in October last—the Tuscarora. I asked Com. Hollins a number of times about these vessels, as every one of them had low pressure marine engines, and some of them had also new screw propellers. The only steamers left on the Mississippi, with one or two exceptions, were high pressure western boats, unsuited in every respect for war purposes, the machinery being so exposed. Then even if you send a high pressure vessel to sea, she requires so much fuel. You must multiply the quantity of fuel to keep the steam up that she throws away.

The Committee then adjourned until half past 9 o'clock.

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SATURDAY, SEPT. 20, 1862.

The Committee met at half past 9 o'clock, pursuant to adjournment. Present—Messrs. Clay, (Chairman,) Peyton, Maxwell, Dupre, Lyons, Semmes, Boyce, Foote and Barksdale.

The testimony of Lieut. Beverly Kennon rendered on yesterday, was read over in hearing of the witness—the Secretary of the Navy being present; whereupon, the hour having arrived, (11 o'clock,) when the House of Representatives was to meet, the Committee adjourned, on motion of Mr. MAXWELL, until 9 o'clock on Monday.

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MONDAY, SEPT. 22, 1862.

The Committee met at 9 o'clock, pursuant to adjournment.

Present—Messrs. Clay, (Chairman,) Dupre, Peyton, Boyce, Maxwell, Semmes, Foote and Barksdale.

The testimony of Mr. JAMES MARTIN having been read to him by the Reporter, Mr. NELSON TIFT was called in, and duly sworn.

Mr. MAXWELL. Have you been engaged in building a vessel for the Confederate States?

Mr. TIFT. Yes, sir; I was engaged in building the Mississippi. I am now engaged with my brother in the construction of the Fingal at Savannah, for the Confederate Government.

Mr. MAXWELL. When did you commence work on the Mississippi?

MR. TIFT. We received our instructions here on the 5th of September, 1861. We were in this city at that time. We went from here to our homes at Albany, Georgia, to arrange some business there, and from thence to New Orleans, where we arrived on the 18th of September. We commenced at once making preparations to build the Mississippi. We made contracts for timber, purchased bolt iron—such iron, at least, as we could get; selected a place for building the vessel; had a saw mill and blacksmith's shop, and sheds for the workmen built, as also a foundation for the vessel. We commenced laying the first plank on the 14th day of October. Mr. Pearce, the Naval constructor, got there on the 27th of that month.

MR. MAXWELL. You proceeded at once to get the materials there, did you not?

MR. TIFT. We were making contracts for timber, machinery, &c.; and were preparing a place to build and making all necessary arrangements to go on with the work.

MR. MAXWELL. Will you give us now, as succinctly as you can, the history of the progress of that work, the facilities you had and the difficulties you encountered in getting material, hands, &c.

MR. TIFT. When we got to New Orleans we found there was no heavy timber in the city that we could use. There had been but little building of vessels going on there, and there seemed to be a total cessation to the supply of large timber, and we at once got into communication with the principal men who deal in timber at New Orleans.

MR. MAXWELL. At what time was that?

MR. TIFT. Immediately after our arrival. As soon as we got into communication with the timber commission merchants there, we found them all very kind and exhibiting a great deal of interest in what we were doing. They put us at once in communication with all the lumber men that could be reached—those across the lake as well as those up the railroad. We sent for these men, made contracts with them, and had soon lumber coming in from all quarters that we could reach. Notwithstanding all that, we were delayed in the early part of the work for want of timber. Finding that iron and iron fastenings were very scarce in New Orleans, we at once went round to all the principal houses there, and bought all the iron fastenings they had, and that we could use, for from  $3\frac{1}{2}$  to  $5\frac{1}{2}$  cents. That was the first price we paid for it. On the day that we made these purchases, iron rose, and continued to rise until we left the place. From the commencement of our visit to New Orleans, we were looking around for mechanics and persons who would take contracts for manufacturing engines. Leeds & Co. had the largest establishment in the city, and we sought them among the first. They were very much engaged with work which they had then on hand. They were executing work for the Government as well as private contracts, and said they were unwilling to contract for the completion of our work within any specified time. Their price for making the machinery, was \$65,000, and the shortest time they would name was four months. On looking around for other establishments, we found the Patterson foundry, which had about the same capacity as that of Leeds & Co. They promised to complete all the work they had on hand, with all possible despatch, and then devote themselves to our work. Their price was \$45,000,

with a bonus that we offered to give them, if they would complete the contract within the time specified, which was 90 days. We contracted with them at that price, but when we subsequently examined into the character of the machinery suggested for the vessel, we found that that for which we had contracted, was not sufficient for her. We consulted the Confederate States engineers, and the principal men engaged in the workshops of Leeds & Co., as well as Mr. S. Saunders, who was in charge of the machinery of the Southern Steamship Company at New Orleans, and they all agreed that the boiler power was not sufficient, that it would render the vessel inefficient if the design then contracted for were adopted. We then got up a plan of the machinery as it was finally built, which was 16 doubled flued boilers, in two different sets, 30 feet long each.

Mr. MAXWELL. What time was that?

Mr. TIFT. That was early in October, a few days before we commenced the vessel. There were three 11 feet propellers; the center was 50 feet long, and the other two about 40 feet each; the engines were 36 inches in diameter, and  $2\frac{1}{2}$  feet stroke. We sent for Mr. Warner, who is considered one of the best of the chief engineers of the Navy, and he approved the plan and all the designs of the machinery. He said if he had the designing of it in the beginning, he would have made some little alterations; but in the main, pronounced them very good. By the by, I omitted to mention, that when we first commenced, we had no assistant engineer. We got one of the name of Baugh, who, as we were subsequently advised, did not understand his profession.

Mr. DUPRE. Who furnished him?

Mr. TIFT. He was assisting in the Navy Department at New Orleans, having been employed by Mr. Loper, who is, I think, first assistant engineer, and now assigned to Charleston. He employed this Baugh as assistant. Baugh was a man who had been familiar with machinery, and acting, as I have said, in the capacity of assistant to Mr. Loper, when he was assigned to us by Com. Hollins, under the impression that he was a man perfectly capable of advising us in making and putting up the engines. But we found very soon that he was not, and we then employed Mr. E. M. Ivens, agent at New Orleans, for the Tredegar Works in this city. He acted as engineer in charge, the work being subject to the supervision of a Confederate States engineer, who, as I said, examined and approved the plans of the machinery. The Paterson foundry had their price increased in a rate corresponding to the additional work necessary to complete the new designs. Their allowance was advanced to \$65,000, and their time for the completion of the work, extended to the 31st of January. The increased work, I supposed, was quite equal to the amount of increased pay—that at least was the judgment of Mr. Warner. The cost of the boiler power was increased some \$8,000, and there was a double instead of a single set of furnaces. The foundries were not able to furnish the necessary men, nor were we able to furnish them, to put this work through at the time they agreed to do so. We tried every means to get them. We sent to Richmond and got a propeller moulder sent to us, there being no mechanic in New Orleans competent to do that work. There was great deficiency of mechanics of all kinds, especially in the machine

shops. There was a good deal of Government work on hand at all the shops in New Orleans, and they were all pressed for hands. We went to the military authorities and got some released from military service. We applied to the committee of safety—in fact, I wrote to them myself, and advised them to take the responsibility of going to the different shops and selecting men to complete this machinery. They promised to do anything they could for us. We not only spoke to them, but wrote them a letter, to go around to these different shops, and get from them, such machinists as were needed. They did not do this, however.

The CHAIR. Did you reserve a copy of the letter to which you refer?

Mr. TIFT. I did, sir.

The CHAIR. Have you got it with you?

Mr. TIFT. No, sir, but I will furnish a copy.

The CHAIR. You refer to that letter then as part of your testimony?

Mr. TIFT. I do. There were difficulties in the way in every department of the work, especially in the machinery department. We had sometimes difficulties in getting laborers, sometimes in getting ship-carpenters, and great difficulties in getting machinery—we had in fact difficulties in all departments, notwithstanding that we made application to every source where we thought what we needed could be obtained. There were more or less delays in all the departments for want of materials, notwithstanding that we made contracts as far as possible for everything necessary in connection with the construction of the vessel. We were sometimes delayed for timber, though we took all necessary precaution in the way of early contracts, to secure a sufficiency of that material. We brought our timber from across the lakes, and from up the railroad more than 100 miles. We got some, I think, from up the river, and in fact, every point from which it could be obtained. In the department of iron, there were also difficulties encountered. We purchased all the bolt iron we could in New Orleans, Macon, Atlanta, Mobile, Chattanooga, and in fact every place where we supposed any could be found. In the department of iron covering, we sought all over the country for parties who would undertake to roll iron for this vessel. We made a proposition to Scofield & Markham at Atlanta, to change their rollers and furnish it, which they then declined. We wrote to the Secretary, representing the difficulty to obtain the proper iron for covering, and he instructed us to use railroad iron. We purchased 280 tons of railroad iron in New Orleans at \$37.50 a ton, and some at over \$40. Subsequently I went to Atlanta at the request of Scofield & Markham, who then proposed to make our plating. Knowing the desire of the Secretary to have her covered with plate iron, and the advantage of that description of iron over railroad iron; having seen an experiment of it, I took the responsibility of making a contract at once with Scofield & Markham at six cents a pound if not drilled, and 6½ cents if drilled, for plating the entire vessel; reserving the right to take 1,000 tons or less, as we might need. I informed my brother at New Orleans, and the Secretary of the Navy, of the contract, and they both approved it. The Messrs. Scofield & Markham went to work at once, changed their rolls, and went through very rapidly with the work; and though we encountered many difficulties in procuring

transportation, the last of it was on the cars at New Orleans the day the vessel was burnt. The most important item in the construction of the vessel, next to the machinery, was the shafting. In order to make the vessel secure, it was necessary that this should be made of wrought iron. There were no parties in New Orleans competent to make it. We ascertained that it could not even be made in Richmond, nor indeed in any part of the Confederacy. We sought all over the Confederacy for shafting already made, and finally procured her the shaft of a vessel that had been burnt. We got the Tredegar Works, through the Secretary of the Navy, Mr. Mallory, to convert it into our centre shafting, and we supposed we had agreed with Ward & Co., of Nashville, to make the two side or quarter shafts. One piece of each of these shafts, was eight feet long, and the other 33 feet in length, and  $9\frac{1}{4}$  inches in diameter. Ward & Co. proposed to put up an air furnace and hammer to make these shafts, and fixed their price at \$3,000. I telegraphed back to them, and stated that if they worked day and night to make these shafts, I would give them \$500 extra, provided they delivered them at an earlier date. I also wrote them a letter on the same subject. After detaining us for some time, they finally wrote that they could do nothing about the shafting. We told the foundry men, that in case we found it impossible to get the shafts made elsewhere, they should make cast iron shafting, and we would risk them—it was a risk of course. We then went to Mr. Clark, who, at that time, was preparing to execute a contract with the Government for making Armstrong guns, upon which he received a considerable advance. He commenced to make a large steam hammer, and to put up furnaces, for which he constructed a new building. We went to him, as I have said, and asked him if it was not possible for him so to construct the hammer and furnaces, as to render them capable of making our shafting. We agreed, if he did so, to leave the price for the shafting with him, knowing him to be a reasonable and honest man. He finally said he would undertake it, but remarked that he had no hammer man. We looked around and sent wherever we could in order to get one. Mr. Clark discovered that a man named Robertson, who was getting some machinery at Leeds for Chattanooga, was a competent hammer man; he procured his services, but he subsequently told Clark that he would not do the work; that he had been several years learning this branch of business, and that he was unwilling to teach clerks in that job what he had been so long learning. Mr. Clark assured us, however, that the shafting should be made, that they would do the work themselves, if it cost them all they were worth. They went on as speedily as they could, and having put up the steam hammer and furnace, they went to work at the shafts sometime in the latter part of March. We went to Leeds & Co., and they agreed to take these shafts as soon as they were forged, put them into their lathes, and work at them day and night until they were finished. After the first shaft was forged, Mr. Clark sent it to Leeds. By the time that shaft was complete, the second one was forged and immediately put into the lathe and finished. We put the centre shaft and propeller on board before the vessel was launched; but it was not connected with the engines. Some of the machinery was not completed at that time. The two side propellers were on the wharf at New



Orleans when the vessel was burnt, and the two side shafts had been put on board. I think the last of the side shafts was put on board on the 23d of April. Some difficulty had arisen about the launching of the vessel sometime in April. The committee of safety got together in secret session, and from some information which they obtained, I suppose from other parties, they believed that it was absolutely necessary that the vessel should be launched. They were of opinion that she was in great danger of either sinking, or being blocked up by the making of the batture. They got together, as I have said, and passed resolutions that the vessel ought to be launched. They sent us a notification to have her launched within forty-eight hours. We at once got together Mr. Pearce, the naval constructor, the engineers, Captain Sinclair, Capt. Mitchell and Mr. Reynolds, an old architect, who has made the subject of foundations in New Orleans his study for 20 years past. We had the batture sounded outside of the vessel, and the foundations of the vessel examined. We had taken soundings and the line of the ground where she stood before the work was commenced, and we now took soundings again with a view of satisfying ourselves fully as to whether any such danger as the committee apprehended did really exist. We found that there was no alteration in the batture outside of her. We applied to the constructor to know if the vessel had settled in any way; and his reply was, that she had not. We were assured by Mr. Reynolds, architect, that the foundations were safe. We applied to the engineer to know what would be the difference of time in the finishing of the vessel which launching her at that time would occasion. He said not less than 10 days, and perhaps 15 days. Capt. Mitchell and Capt. Sinclair were present when these opinions were rendered, and they advised us not to launch the vessel. We then got letters from the parties to the effect stated. I got the testimony together and forwarded it to the committee of safety, remarking at the same time that I hoped upon examining the testimony they would be satisfied that in not launching the vessel, we were doing what was best calculated to promote the interests of the country. They said in the original notice, that if we would not launch the vessel within 48 hours, they would publish the whole proceeding. I requested them not to do so, that the true condition of the vessel might reach the enemy, and induce them to come there and destroy her. They did not do so. The vessel was launched some days after, when it was ascertained that the enemy had commenced an attack upon the forts below. Capt. Mitchell and Capt. Sinclair wrote to us, advising us to launch the vessel so as to be in readiness to tow her up the river to some place of safety. Mr. Pearce, the constructor, was in favor of launching the vessel before she was launched, and wrote a letter to us to that effect. I suppose that the information which influenced the committee's action, had probably come from him and others, who were of the same opinion. We wrote an answer to Mr. Pearce's letter to the effect that our instructions had been from the commencement to keep the vessel in a position to be launched at any hour that was necessary, and to launch her whenever he saw there was any danger of injury to her by being kept on the stocks. But until that time we instructed him to push the work forward with all possible energy. The first day we attempted to launch her we did not succeed in doing so. We had three steamers in attendance upon her; but the

necessary arrangements for launching a vessel of that size had not been made. It was necessary that strong levers and purchases of different kinds should be prepared to start a vessel of her weight. That was not done on the first day. We had some jacks, but no levers. We hitched three steamers on to her, but the lines not being sufficiently strong for that purpose, gave way. Mr. Pearce that evening set to work to prepare the usual appliances for launching large vessels, and when the experiment was again made, it proved entirely successful.

There has been something said in regard to the fastening of the vessel upon the ways. One of the foremen and two of the workmen went to examine the vessel on the evening of the day that we attempted to launch her. In the examination one of the men finding a hole under the ways, called out to the foreman to know what it was. He told him to bore into it. He did so, and bored out a locust pin which they said had been driven two or three inches into the other way, and that was then supposed to be the cause of not launching the vessel the first day we made the attempt. We got two 14-inch hawsers, also levers and other purchases, and when everything was ready, I gave Mr. Pearce the signal to tighten up his purchase. The steamers were ready at the head of the wharf to start off. As soon as Mr. Pearce tightened his purchase, and within less than a minute she was safely launched. The steamers did not start at all; but had to tear loose the lines that were made fast to them, for the purpose of letting the Mississippi go off.

A day or two afterwards I was on board the Mississippi with half a dozen other gentlemen, some members of the committee of safety being among the number. We were conversing on the subject of the launch and the fact of this pin being in the ways. Mr. Pearce, who was present, remarked very promptly that that was all a mistake; that there was no such thing there. He said he made an examination of the matter, and that he found all right. Mr. Pearce, said I, what makes you say so? One of our foremen and two of the men said they would swear to this fact. I don't care, said he; I have examined it, and I am satisfied it is not so. I said to him, you should have told me so before, because I believed from what these men said that it was true. Well, said he, they were mistaken; for what they said was not true. Mr. Pearce is here, and I suppose he will give all that transpired relative to this matter.

Mr. BOYCE. Suppose a pin was there; what inference do you draw from that?

Mr. T. I should suppose it was put there by an enemy. That, in my opinion, would be an inevitable inference.

Mr. MAXWELL. If the pin was there, would it have helped to obstruct the launching of the vessel?

Mr. T. Certainly it would. We went on after the launching with the completion of the vessel as rapidly as possible. The dock for putting in the propellers was completed on the 23d. The iron was going on very rapidly. I suppose that two-thirds or at least half of the iron for the sides and quarters, was put on within two days. This iron as it was received, was all assorted to its place, and the plates of every surface numbered, so that there was no other delay in putting it on except the handling of it. Two entire courses were put on longitudinally to break joints, and then the other course was put up and down, and this

was called the bolting course. The bolts went in after all the iron was put on. We were bolting the iron up to the time the vessel was burnt. We commenced bolting about the 22d. My opinion is, that the whole vessel would have been completed within two weeks from the time that she was burnt. That is my judgment. I know there are others who differ with me; but I believe my means of knowing is better than that of others. I had the whole design of the iron that was put on her. I knew how it was going on, and the time it would take. As I said, every piece had its place. It was all cut to patterns to fit.

The CHAIR. What efforts did you or your brother make to get the vessel taken up the river?

Mr. T. We had two vessels engaged before the launching of the vessel, with a view to aid in launching her, and to tow her away in case it was necessary. These vessels were the Peytona and the St. Charles.

The CHAIR. Did they come to tow her up?

Mr. T. Yes, sir. The Peytona was in attendance upon us regularly. We were getting hands from the other side of the river. The ship yards finding that we could not get the necessary hands, volunteered to let us have hands to aid in finishing the vessel, and the Peytona a part of the time brought these hands back and forwards; she was in fact all the time since she was first employed, in attendance on the Mississippi.

The CHAIR. Why did they delay so long in taking her up?

Mr. T. On the 24th, between daylight and sunrise, Com. Whittle came to my room and told me that the enemy had passed the forts, and that we must make preparations to get the vessel up the river, or destroy her. He appointed Capt. Sinclair at once to take command of her, and that gentleman with his officers came to the vessel to make preparations to carry her off. He ordered these boats to come and tow him off. At the same time, we commenced preparations for carrying on board all the articles necessary to finish her up the river. We worked 500 or more hands for that purpose, and we succeeded in putting on board all the tools, the unfinished machinery, &c. Towards evening, these boats came along side. The first boat that came was the Peytona; she lay along side for some time getting up steam. When all was ready, she moved off with the Mississippi in tow, but instead of making any headway, she dropped down stream about a mile. About this time, the St. Charles came up and took hold on the other side. They started ahead slowly, and some time after 12 o'clock they got her back to the wharf where she started from. Capt. Sinclair said he would not attempt with that force to tow her up the river; that it would be a failure, and that the enemy would undoubtedly catch her on the river. About that time, Col. Beggs, one of the committee of safety, spoke in a loud voice, and said he would have two more boats there by four in the morning. I was on the deck of the Mississippi, and Capt. Sinclair on the deck of the Peytona. I called out to the Captain and told him what Col. Beggs said. He told me to send him on board. I did so, and they had a private conversation, in which, I suppose, the Colonel repeated the offer. The Captain told him he would wait for the boats. He did wait until daylight. Being worn out myself for want of sleep, I laid down after we were towed up to the wharf

and went to sleep. After daylight, Capt. Sinclair went down with the Peytona to Julia street, which is some three miles from where the vessel was built. After some time, I was waked up, and I discovered that they were wooding up our own boat. It was found that the other boats that were relied upon were not available at that time, the crews having left them. We had about 2 or 300 negroes that were procured through the efforts of Capt. Gilmer, of New Orleans. We furnished the Captain with a steamer, and he went off, visited the neighboring plantations and got this force of negroes, whom we employed at night work. They took these negroes from on board, and distributed them among the other boats. They then started up the river to the Mississippi, with the expectation of taking hold of her and carrying her up the river.

Mr. DUPRE. How many boats came up?

Mr. T. I think about four altogether. When we came in sight of the Jefferson City and of the Mississippi, the first thing I saw was the Mississippi on fire. That was the first intimation I had of any order to burn her.

Mr. SEMMES. When was that?

Mr. T. About 8 o'clock on Thursday morning. Nothing could have shocked me more than that spectacle.

Mr. BOYCE. If they had the four boats to tow her, could they have carried her up the river?

Mr. T. I believe they could. I had believed that two boats were sufficient. With regard to the destruction of the Mississippi, we had no responsibility. We knew nothing of the order to fire her, until we saw her on fire. I believe Capt. Sinclair did the best he could to save her.

The CHAIR. Did the other two boats come up?

Mr. T. I don't think they came immediately. I don't think they came up until the enemy was in view. That is my impression.

The CHAIR. Did they then escape up themselves?

Mr. T. They did, sir.

Mr. SEMMES. Who was in command of the Mississippi?

Mr. T. It was the province of the Commodore of course to take charge of all naval affairs there, and he at once put this vessel in charge of Capt. Sinclair, the officer assigned to her. We were citizens merely doing everything we could to save the vessel, and making all necessary preparations to complete her if she was carried off. We got almost everything on board that was necessary to complete her if she could be carried to some place of safety. We had made arrangements to have the other articles sent up by steamer or railroad.

Mr. DUPRE. The Navy Department did not take the control of the boat until Capt. Sinclair was assigned to her by Capt. Whittle?

Mr. T. Capt. Sinclair was in New Orleans some three weeks before.

Mr. DUPRE. I want to know whether he did not take charge of her before Capt. Whittle gave the order to try and remove her, and in case of a failure to do so, to destroy her?

Mr. T. No, sir.

Mr. DUPRE. Then, I understand she was under your control up to the morning of the 24th.

Mr. Tift. Yes, sir.

Mr. DUPRE. You stated that you secured two boats some time before she was launched, for the purpose of launching her, and of taking her up the river should it become necessary. Had you secured any other boats at that time?

Mr. T. My belief is, that my brother had through Mr. Hyde a promise of two other boats.

Mr. DUPRE. You made no contract at all for any additional boats?

Mr. T. No, sir, my brother attended to that.

Mr. DUPRE. What time did you leave the city?

Mr. T. We left on the Peytona between 12 and 1 o'clock. We left after the enemy was reported off Canal street.

Mr. DUPRE. Was your brother on board with you?

Mr. T. He was, sir.

Mr. DUPRE. Do you know Col. Manning of the Governor's staff?

Mr. T. Yes, sir. I had a slight acquaintance with him in New Orleans.

The Committee then adjourned until 9 o'clock to-morrow.

TUESDAY, SEPT. 23, 1862.

The Committee met at 9 o'clock.

Present—Messrs. Clay, (Chairman,) Maxwell, Dupre, Boyce, Foote, Lyons, Semmes and Barksdale.

Mr. JOSEPH PEARCE was called and duly sworn.

The CHAIR. Have you been in the service of the Naval Department of the Confederate States?

Mr. PEARCE. Yes, sir. I was in the State's service before this Government came here.

The CHAIR. What State service?

Mr. PEARCE. The State of Virginia?

The CHAIR. In what capacity were you in the Confederate service?

Mr. PEARCE. Acting Naval Constructor.

The CHAIR. When did you enter that service?

Mr. PEARCE. The 17th of September last, 12 months.

The CHAIR. Whereabouts were you engaged at your profession?

Mr. PEARCE. Here at this place at that time.

The CHAIR. When did you go to New Orleans?

Mr. PEARCE. I arrived there the 27th of September, 1861.

The CHAIR. What were you engaged in there?

Mr. PEARCE. I was there superintending the construction of the Mississippi.

The CHAIR. Had you ample materials of wood and iron for the work as it was needed?

Mr. PEARCE. Yes, sir.

The CHAIR. Had you not a sufficient number of workmen for the purposes needed?

Mr. PEARCE. Plenty.

The CHAIR. Was the work retarded for want of material or of laborers?

Mr. PEARCE. No, sir. It is the most extraordinary job on record. The CHAIR. Do you mean extraordinary for the rapidity with which it was executed?

Mr. P. Yes, sir.

The CHAIR. Was there any difficulty encountered in the progress of the work in respect to supplying what was needed in any way?

Mr. P. Not in my department.

The CHAIR. What was your department?

Mr. P. The construction of the hull preparatory to the putting on of the iron.

The CHAIR. How many hands were employed?

Mr. P. I think I had 600 on her at one time.

The CHAIR. Could more have been employed to advantage?

Mr. P. No, sir. It was discretionary with me to increase or decrease as I thought proper.

The CHAIR. And you did not increase that force?

Mr. P. Only when I saw it was necessary. I don't know that the rolls won't show more than this number at particular times. But I employed them as I thought proper.

The CHAIR. Were you or not ever forced to dismiss hands—or did any cease to work for you for wants of funds?

Mr. P. No, sir. I turned them out of the yard sometimes when they did not do as I thought proper. I oftentimes sent out two or three at a clip.

The CHAIR. How near was the vessel to being complete, so far as your department was concerned?

Mr. P. I considered my department as done. I doubt whether there ever will be a ship of that size in this or any other government finished, so far as my department was concerned, in as short a time as the Mississippi was.

The CHAIR. What was the capacity of the vessel?

Mr. P. She was 260 feet long. Her extreme breadth would be 58 feet, and depth of hold 15 feet. I think vessels of the same size, such for instance as the Colorado and Roanoke, took 15 months in their construction.

The CHAIR. How long did it take to complete the Colorado?

Mr. P. Fifteen months.

The CHAIR. Do you know anything about the destruction of the vessel?

Mr. P. Yes, sir. I was on board of her when she was destroyed.

Mr. DUPRE. Were there any or many alterations made in the progress of the construction of the ship from the original design?

Mr. P. There might have been some; but it was a matter of no account.

The CHAIR. Do you know anything about the efforts, if any, to get her up the river?

Mr. P. Yes, sir. I was aboard when the steamer came alongside to tow the ship up. I believe that the captains of the boats did not do their duty. I am informed, I don't know it to be a fact, that one of the vessels that undertook to take us up, had the Union flag hoisted on her after the enemy came up.

The CHAIR. If you know anything about the efforts made to get

her up, in the way of procuring vessels or hands or otherwise, you will please state it.

Mr. P. I know that they got a steamer alongside of her, and two or three more were expected. One I know had got there. I was on board the ship at this time. The Messrs. Tift went after other vessels. One could get no engineer, and the other had no coal, and made besides a number of excuses at that time. That was the report they brought back to the ship. I only know that they had these two steamers when they undertook to tow her up, and failed to do so.

Mr. DUPRE. When did these two steamers get there?

Mr. P. I think on the night of the 24th of April.

The CHAIR. Did they fail for want of motive power?

Mr. P. I think so. The Mississippi was very wild indeed. The water was very high and rapid. It strikes me forcibly that if the captains of the steamers had had the case at heart as much as others and myself, perhaps they might have gotten away with the ship. I understood that one of the captains the next day raised the Union flag over his boat as soon as the enemy appeared. That was the best boat.

Mr. DUPRE. Which boat was that—the Peytona or St. Charles?

Mr. P. The St. Charles. I had no confidence in her captain.

*Question by the Secretary of the Navy through THE CHAIR.* What inducement was offered to you to go to New Orleans and complete that ship in the shortest possible time?

Mr. P. I had been a long time trying to get into the old service as naval constructor. I wanted to try and do something to rise in my profession. That was as much as I calculated to do. If I completed that ship, I anticipated that I would have been put at the head of the profession.

The CHAIR. You don't seem to comprehend the question. The question was, what inducement did the Navy Department here offer you to go to New Orleans and complete the vessel?

Mr. P. They ordered me down there to complete the vessel. I went down there and did the best I could.

*Another question by the Secretary through THE CHAIR.* Were you told that if you completed the vessel in a short time, you should be made a naval constructor?

Mr. P. Yes, sir. The Secretary gave me a letter to that effect. That vessel was built in an extraordinary short time. In 30 days I made the body and put the floor into her. In 30 days more I had her three feet high. In 110 days the wood-work was done, and the boilers in. This extraordinary despatch was owing to her peculiar plan of construction. A vessel upon the plan of the Colorado could not be built, with all the facilities which could be afforded at the Gosport Navy Yard, in less than a year.

Mr. DUPRE. It was then owing to the peculiar shape of the ship that this work was executed so rapidly?

Mr. P. Yes, sir.

The CHAIR. What facilities had you in New Orleans for building such a vessel?

Mr. P. The timber was all in the leaf when we went there. In New Orleans there are a great many facilities; but nothing equal to the Gosport Navy Yard. There were, I suppose, more facilities there than we could get anywhere else in the Confederacy.

Mr. MAXWELL. What do you mean by "leaf"?

Mr. P. In the woods.

Mr. NELSON TIFT was recalled to be examined.

Mr. TIFT. You referred on yesterday to a letter which I wrote to the committee of safety, requesting them to get machinists from other foundries in the city of New Orleans, to aid in completing the machinery for the Mississippi. I now have a copy of the letter, which I beg leave to submit to the Committee.

The following is the letter referred to:

[COPY.]

NEW ORLEANS, LA., *April 3d*, 1862.

*To the Hon. CHAIRMAN, and  
Gentlemen of the Committee of Safety.*

We have just now had a conversation with Mr. Kirk, of the Patterson foundry, who states that he can work 30 *hands* on the machinery of our ship, which would facilitate her completion several days. Having been tendered your co-operation to aid the important object of an early completion, we now suggest the following plan:

Appoint sub-committees to visit every shop in the city to-day, and get from proprietors a list of the names and trade of each of their men, together with statements of the particular work which they are employed on, whether for the government or otherwise.

These lists will enable you, when they are brought together, to select and assign to Mr. Kirk the number and kind of men which he may be able to work to advantage.

We doubt not that the patriotic proprietors of the various shops in the city, and the men themselves, will gladly co-operate in your effort for the few days that the same will be required.

Very respectfully, your obedient servant,

(Signed)

N. & A. F. TIFT,  
*Agents N. D. C. S. A.*

VIRGINIUS FREEMAN,  
*Ch. Eng. C. S. N.*

P. S.—Since writing the above, we have seen Mr. Fowler, 271 Barona street, who needs a flange turner to facilitate the work he has in hand.

Mr. TIFT. I now beg leave to submit another letter, addressed to Messrs. Ward & Co., of Nashville, on the subject of shafting. This letter was referred to in my testimony on yesterday.

NEW ORLEANS, *Dec. 10th*, 1862.

Messrs. WARD & Co., *Nashville, Tenn.*

GENTLEMEN: We received your letter last evening, and telegraphed you to-day. "Your proposition is accepted; will send drawings. Work night and day. Will pay extra \$500, delivered early in January." This was in answer to your proposition—"We might undertake to make for \$500 each, one shaft by 1st of February, 1862, and one by



15th February—think we could do it sooner than that, but give ourselves longer time to guard against unforeseen contingences.”

We now enclose drawing of shaft, of which we wish you to make two, as proposed by you, for which we will pay you \$1,500 each, and we will give you \$500 additional, if you will have both shafts ready for delivery by the 10th day of January. I send this letter and drawing by Col. Archer Cheatham, who will see you on the subject. The money will be ready for you on the delivery of the shafts. Should you succeed in making these shafts promptly and well, you will, doubtless, have other orders for large shafting from the Government. Please write to us fully on receipt of this.

Very respectfully,

N. & A. F. TIFT,  
*Agents Navy Department C. S.*

Mr. MAXWELL. I gathered from your testimony that the principal difficulty was in relation to machinery.

Mr. TIFT. That was one of the difficulties. We had great difficulty in regard to shafting. This was properly a part of the machinery, but was a separate job under this contract. There was no party whom we could get to make wrought iron shafting.

Mr. MAXWELL. Why refer to the machinery without including the shafting. I understood you to say, that all the shops that you applied to in New Orleans were so over-crowded with work, that you could not get them to undertake to finish the work within the time that you wanted it done, except the Patterson foundry.

Mr. TIFT. The Patterson foundry agreed to do the work cheaper by \$20,000 than Leeds, and even a month sooner. Leeds named four months as the least time, but would not be bound to complete it by that time. He was full of work and the other had but little on hand, and this they expected to get through in a few days. After that they promised to devote their whole time to our work, which, however, they did not do.

Mr. MAXWELL. Did you remonstrate with them?

Mr. TIFT. Yes, sir. They took in without our knowledge some oil mills, which they said would not interfere with our work—that description of work being done with tools other than those employed in executing the work for us. They then took in the propeller machinery for the Louisiana, which was being built by Messrs. Fowler & Murray. They promised them to have that machinery done in three weeks. They disappointed them as they did us. But in taking in all this work, they contended that they were not delaying the completion of our machinery, that they were doing it in a way not to interfere with our work. This of course was not so.

Mr. MAXWELL. At the time you made this contract with the Patterson Foundry, your belief was, that it could be done by them sooner than in any other in the city?

Mr. TIFT. I had no doubt of it from the examination that I made of the capacity of the different shops there and the facilities as to tools, &c.

Mr. MAXWELL. Have you, in your previous life, had that sort of experience that would have enabled you to judge of the capacity of different foundries?

Mr. TIFT. Not a sufficiency to rely upon my own judgment. I relied more upon the engineers than upon myself. When the engineers differed, we took the responsibility of choosing between the disagreeing parties.

Mr. MAXWELL. Then with reference to the shafting, did you make any effort to get it made in New Orleans?

Mr. TIFT. Yes, sir.

Mr. MAXWELL. That effort ceased, because you could find no one in New Orleans to make wrought iron shafting?

Mr. TIFT. Our efforts never ceased. There was no one in the city of New Orleans, or any part of the Confederate States, so far as we had learned, that could make this wrought iron shafting. We supposed it might be made at Norfolk, from an impression that a hammer was there which had been made at the Tredegar Works, that would have answered for this work. We learned, however, that it was not in a situation to be used.

Mr. MAXWELL. You ultimately got the shafting made at New Orleans?

Mr. TIFT. Yes, sir. While in communication with Messrs. Ward & Co., of Nashville, we learned that Mr. Clark intended to put up the furnaces and hammer to which I have referred. We had at this time very little hope of getting this work from Nashville. Mr. Warner said he saw a man from there who discouraged him very much as to the prospect of getting the shafting from there. He was informed that the interference of the army with transportation would make it difficult to get the shafting from Nashville, even though it was finished. This rendered us the more anxious to have the shafting made in New Orleans, if possible; and we finally succeeded in getting a promise from Clark to do the shafting for us. He changed the location and original design of the hammer and furnace, so as to render them capable of completing our work. He went immediately to work, but he encountered considerable delay, because of constant rain and for want of proper workmen.

Mr. DUPRE. You are speaking of the work of preparation—are you not?

Mr. T. They experienced difficulties not only in that, but in every department. After all necessary arrangements were made, we agreed with Mr. Clark to make the shafting, and he did do so.

Mr. MAXWELL. Did you make enquiry at the other establishments in the city to know if they could make it?

Mr. T. Yes, sir. There was no party there prepared to do the work. They had no air furnaces and no large steam hammer.

Mr. MAXWELL. Why did you not make the effort to get larger ones made?

Mr. T. For the reason that there was no party there who would undertake it.

Mr. MAXWELL. Did you first apply to Clark?

Mr. T. No, sir. We first spoke to Leeds, who had the largest establishment, and the one best adapted, as we supposed, to that kind of work. We would not have got the work done at all in New Orleans, if it had not been for the accident of the contract between Clark and the Government, who advanced to him a considerable sum of money as an inducement to manufacture the Armstrong gun.

Mr. MAXWELL. Then you sent elsewhere for large shafting, because you found you could not get it at New Orleans?

Mr. T. Yes, sir. As soon as we learned that we could get Clark to change his furnace and hammer to do this work, we agreed with him, and he worked day and night until he completed the work. Leeds did the same.

Mr. DUPRE. Did Leeds have anything to do with the shafting?

Mr. T. He turned the two side shafts. As soon as the first side or quarter shaft was forged, it was sent according to previous arrangement, directly to Leeds' foundry, and they put their lathe to work, and worked day and night at it until it was complete. By this time, the second shaft was forged, and that being sent to Leeds forthwith, it was turned without any delay.

Mr. DUPRE. Did not Mr. Leeds offer to put up a hammer, and was he not willing to undertake the construction of the shafting, provided you gave him eight or nine months to do it?

Mr. T. No, sir. There was this circumstance which occurred, as I was informed by my brother. It occurred while I was attending to the iron in Atlanta. After we made this arrangement with Clark, there was a man named Robertson, who was a hammer man, at Leeds' shop, getting machinery ready to carry to Chattanooga. Clark called upon him to make these shafts, having himself no experience in such work. Robertson, according to the statement made by Mr. Clark, acted in a very selfish and improper manner. After soliciting him for some time, he again refused to do the work, saying that he would prefer to do the work in Leeds' shop. He was in communication with the committee of safety and my brother, and stated that the work could be done by altering the hammer and building a furnace and cranes in Leeds' shop. My brother told them to go on, and if they could get them ready sooner than Clark, we would take them. But he remarked that Clark having agreed to make the shafts, and changed the position of his furnace and hammer with reference to that work, we could not break off the contract with him.

Mr. DUPRE. Were you acquainted with New Orleans before you went there to carry on this work?

Mr. T. No, sir. I was never there before.

Mr. DUPRE. Who did you apply to, when you went there, for information concerning the different foundries there?

Mr. T. I first visited Leeds' foundry, and I brought letters to them. I relied chiefly upon their advice in regard to matters in the machinery department.

Mr. DUPRE. At the time you made the proposal to Mr. Mallory to build the ship, you made no engagement with any one to furnish the wood or iron work—you had not, in other words, provided for those things in advance.

Mr. T. No, sir. Perhaps it might illustrate my position by telling you the facts in regard to my connection with this vessel from the beginning. After the breaking out of the war, I looked round to see what I could do to end it. It seemed to me that our weakest point was on the water, and that if vessels could be designed by which we could make use of our ordinary pine timber, and our ordinary carpenters, instead of ship carpenters, and that if we could make from that material, vessels of war

equal to those of the enemy, it would be the best service that could be rendered. I went to work upon that idea, and got up a model of the Mississippi. I was satisfied myself that it would be as efficient a war vessel as any in the world. My brother, (Mr. Asa F. Tift, of Florida,) was at that time with me. He had been elected to the Florida Convention. He had signed the ordinance of secession there, and returned again to his home. Finding, however, that the Lincoln Government was going to take possession of the place, he took most of his negroes with him to my place in Georgia, leaving his other property and his business behind. I submitted this design to him, and he approved it; and he and I came to Richmond to offer it to the Government. On our way, I stopped at Savannah, and saw Com. Tatnall; I also saw in Charleston, several prominent naval and military officers, and all who saw the design approved it. When I came here, I submitted it to the Secretary of the Navy, whereupon, he called together a board of officers, who examined and approved the design. My brother and myself then offered our services to the Secretary without compensation, to superintend the building of this vessel. He accepted our services as the agents of the Department. I have now the correspondence between him and ourselves.

The CHAIR. Was the model of the Mississippi your own conception?

Mr. T. Yes, sir.

Mr. SEMMES. What was there novel in the conception of the Mississippi?

Mr. T. It was the adaptation of straight timber to her construction. The Mississippi was built, with the exception of the four corners connecting the ends with the sides, in straight lines.

Mr. LYONS. Is there a model of the vessel here?

Mr. T. Yes, sir.

Mr. LYONS. I think you had better bring it here?

[The model was then produced and examined by the Committee.]

Mr. T. The main principle in the construction of the Mississippi is the adaptation of our pine timber to this purpose, in a new and simple form, combining strength and efficiency, instead of the difficult form of construction resulting from the curved frames, crooks and knees peculiar to the old style of naval architecture.

Mr. FOOTE. Since ships were originally designed, is this the first time that that idea of yours has been entertained among men, and practiced upon?

Mr. T. It is the first of any such design, so far as I know or believe.

Mr. FOOTE. For the general purpose of ship building, has not this timber been always used in all ages of the world?

Mr. T. Yes, sir; but not in that way.

Mr. FOOTE. What other way?

Mr. T. The usual way is to have crooked timber cross-knees adapted to the different curves and angles of the ship. The frame of the ship, composed chiefly of this crooked timber combined with straight timber, is first put up and then covered with plank, leaving interstices between the frames and between the inside and outside planking. This kind of ship building requires skilled ship carpenters and timber

which is difficult to be obtained. The plan of the Mississippi is different in many respects. All the surfaces are flat, or in straight lines, except the four corners which connect the two ends of the ship with the sides. There is no frame. The work is made solid the required thickness. It is commenced at the bottom, and completed as the work goes up. But few skilled ship carpenters are required; the greater part of the work may be done by house carpenters.

Mr. MAXWELL. How will that flat bottom do in sailing?

Mr. T. In that form of vessel, I think it will do well.

Mr. FOOTE. Are you employed now by the Secretary of the Navy to construct other vessels?

Mr. T. Yes, sir, at Savannah.

Mr. FOOTE. How many?

Mr. T. One; the Fingal, which my brother and myself are converting into an iron-clad gun boat and ram.

Mr. FOOTE. Have you any general power above that. Have you any understanding with him as to any general employment for the construction of vessels?

Mr. T. No, sir.

Mr. FOOTE. None beyond that contract?

Mr. T. No, sir.

Mr. FOOTE. No understanding that excludes other individuals who might make application at the Department for employment of that kind?

Mr. T. No, sir; on the contrary, Mr. Mallory desired us whenever we could find any parties that could build ships, to bring them before him, that he may set them to work, not under our directions however.

Mr. FOOTE. Was your contract executed within the time required by the contract?

Mr. T. We had no contract with the Department.

Mr. FOOTE. Was that contract of which you had the superintendence, executed within the time stipulated?

Mr. T. There was no contract.

Mr. FOOTE. I understand. Was the work executed within the time allowed?

Mr. T. There was no agreement that the work should be done by any particular time.

The CHAIR. It was conducted under the superintendence of the Naval constructor of the Department?

Mr. T. It was conducted under our superintendence as agents of the Navy Department. Mr Pearce who was acting Naval constructor, was in this city when I first came here, and had the reputation of being an active and efficient constructor. He had not at that time the position of constructor in the Navy. I went down to Jamestown Island and witnessed the experiment made upon an iron target there, under the direction of Capt. Brooks, while Capt. Jones was commanding there. Mr. Pearce went down to superintend the putting of the target up. I got acquainted with him there, and told him we were engaged to do this work, and that he was suggested as the man to go with us. I said I had a conversation with the Secretary of the Navy, and that I understood him to say, if he would push the work through rapidly, he would be appointed Naval constructor.

Mr. FOOTE. What has been the connection of Mr. Mallory heretofore with your brother? Had you any business connection with him at all?

Mr. T. No, sir.

Mr. FOOTE. Was it you or your brother that lived in Florida?

Mr. T. I lived there when a boy—went there about the year 1826, or 1827.

Mr. FOOTE. Your brother remained in Florida?

Mr. T. Yes, sir.

Mr. FOOTE. What was his business there?

Mr. T. He was engaged in different kinds of business. He was at one time a merchant; he subsequently built warehouses for storing cargoes of vessels coming to Key West in distress. He was also in the commission business, and also kept a coal depot, from which he frequently furnished coal to the California and other steamers.

Mr. FOOTE. Was he engaged in the wrecking business?

Mr. T. He was part owner of several vessels engaged in that business.

Mr. FOOTE. What connection had Mr. Mallory with your brother in that business?

Mr. T. None at all.

Mr. FOOTE. Had he any share of the profits in this wrecking business in any way?

Mr. T. None that I know of—I don't know that there ever was any business connections between them.

Mr. FOOTE. He acted as his lawyer for the recovery of damages, did he not?

Mr. T. Not that I know of.

Mr. FOOTE. Is he connected with either of you by marriage or otherwise?

Mr. T. No, sir. I knew Mr. Mallory from my boyhood. I also knew his mother, who was a most excellent woman.

Mr. FOOTE. We have nothing to do with his mother in this matter. What she was, or was not, is a matter that does not enter into this question.

Mr. MAXWELL. When did your brother leave Key West?

Mr. T. I think in May, 1861.

Mr. MAXWELL. Do you know what has become of his property?

Mr. T. I do not, sir, nor does he. I suppose his property there must have been worth about \$100,000, or more. His income from it was about \$10,000 a year. He has nothing now but his negroes, which is a very small part of his property.

Mr. SEMMES. When you first commenced the construction of this vessel, of course you were aware that shafting was necessary, and that the shafting was an important and essential matter. When did you first take any steps towards procuring the necessary shafting for this boat?

Mr. T. Immediately on our arrival in New Orleans.

Mr. SEMMES. What has been your occupation. Are you a ship builder?

Mr. T. I never before gave my mind to ship building. I settled in Georgia in 1829; married and raised a family there; I have been mer-

chant, an editor, president of a railroad, a legislator, member of the Georgia State Convention, and filled other public positions. Immediately upon the breaking out of the war, I set about thinking in what manner I could best promote the success of our cause, and hit upon this idea. I knew nothing as to what could be done, or what resources we had for the construction of the vessel. I knew but little about our capacity to supply machinery. I knew that we had plenty of pine, which if worked into vessels, would contribute materially to our success. I knew, moreover, that this timber could be worked by ordinary carpenters, who were incompetent to work upon regular ships.

Mr. SEMMES. When you received your instructions to go down to New Orleans, were not you and your brother both here?

Mr. T. Yes, sir.

Mr. SEMMES. Did Mr. Mallory say anything to you about shafting—where it could be procured, and the difficulty of procuring it?

Mr. T. No, sir. I don't think he made any remark further than to give us authority to do everything we could to forward the vessel.

Mr. SEMMES. When you arrived in New Orleans, you say you made investigations as to machinery, and everything else connected with the construction of the boat. Did you ascertain that the shafting could not be constructed in New Orleans first?

Mr. T. I went to Leeds first, and he told me it was impossible for him to make the shafting. He was engaged upon some shafting for the Memphis boats, the material for which consisted of some pieces of shafting which were procured from some old boats. He said he could not make the shafting for our boat. Failing to get Leeds to do the work, we visited all the other establishments in the city, but without success.

Mr. SEMMES. Do you recollect at what time that was?

Mr. T. About the last of September, or 1st of October.

Mr. SEMMES. Did you know definitely it could not be procured at that time?

Mr. T. No, sir. We did not arrive there until the latter part of September, and we addressed ourselves immediately to the procuring of all that was necessary to go on with the work, the shafting of course included.

Mr. SEMMES. What I want to ascertain from you is, at what period after your investigations, such as you have described, was it that you came to the conclusion that the shafting could not be procured at New Orleans, and that it might be obtained elsewhere?

Mr. T. I don't recollect the particular time. I know that we gave our attention to that subject, and made every inquiry possible throughout the city. Mr. Ivens the engineer and myself took a carriage for two or three different days and went to every place where we had supposed there was a chance of finding a shaft. We examined both New Orleans and Algiers, but failed to procure any.

Mr. SEMMES. Do you recollect whether it was in October, November, or December, that you definitely ascertained that it was impossible to procure this shafting in New Orleans?

Mr. T. It was not as late as December. We commenced this investigation early, and I followed it up in all directions. We were not confining ourselves to any particular place. We wrote to the Messrs. Ward & Co., of Nashville, on the subject, on seeing an advertisement

from them in the papers, proposing to furnish articles in the machine line.

Mr. MAXWELL. Perhaps by reference to the date of that letter, you might come at what Mr. SEMMES desires to ascertain?

Mr. T. I believe it was December 10th.

Mr. MAXWELL. Was that the first effort you made?

Mr. T. No, sir. We sent to Richmond, where we secured one shaft, and hoped to have the others made, and in fact in every direction where there was a probability of procuring any shafting. I got chief engineer Warner, who was at Columbus, to look out there and see if he could find any. For some time the only hope was, that we would find some such shaft as might be adapted to the vessel, such as was found here at Richmond. I heard of some stern-wheel boats that were up the river in Tennessee, and got a gentleman to see whether there was a boat there that was worn out, that we could get shafting from.— This resort proved unavailing.

Mr. SEMMES. Was not this centre shafting an extraordinary large one?

Mr. T. The length of the centre shafting was not so great, so far as each piece is concerned, as the side shafting. The longest piece of the side shafting was 33 feet. The centre shaft was made of two pieces that were each 20 odd feet long, the whole shaft being 50 feet long.

Mr. SEMMES. It is more difficult then to construct the side than the centre shaft, the side pieces being longer?

Mr. T. Yes, sir.

Mr. MAXWELL. Why then did you not get the centre shaft made by Clark, as well as the others?

Mr. T. We had previously made arrangements for the centre shaft in Richmond.

Mr. SEMMES. I see from your correspondence, that you expected to have this vessel ready by the 30th of January.

Mr. T. We expected from the commencement to do all that we could do.

Mr. SEMMES. Of course the vessel could not be ready for action without shafting. When did you first make application to the Navy Department to have the centre shafts constructed elsewhere than in New Orleans?

Mr. T. I don't recollect at what time we sent here to know whether any shafting could be got here.

Mr. SEMMES. Your letter then will show all on that subject?

Mr. T. Yes, sir.

Mr. SEMMES. Did you send any other telegraphs or letters on that subject than those written to the Department or any of the Government officers?

Mr. T. I believe not. Our contract with the Patterson foundry was, that they should make cast iron shafting, because they would not agree to procure the wrought iron shafting. We made this contract with the understanding that if the wrought iron shafting could be obtained, we would pay them extra. So that we put it upon the contractors to get the wrought iron shafting if possible.

Mr. SEMMES. What month was it, October, November, or De-



ember, that you became satisfied that you could not get the necessary wrought iron shafting constructed in New Orleans, or at the places in that city where you made inquiries?

Mr. T. We were continuing our efforts in New Orleans all the time. As I said, we hoped to have the good fortune to pick up some pieces by a thorough examination. If we succeeded in doing so, we could have them made in New Orleans without difficulty. There were many vessels that have been burned, or stranded, or wrecked in the neighborhood of New Orleans, and we had hoped to find among them some pieces that would answer.

Mr. SEMMES. Certainly you would not have depended for the completion of this boat upon pieces of shafting picked up here and there? Would you go looking around all the time, and delay her completion until you chanced to fall upon such pieces as you thought would answer, or would you not rather report the matter to the Department, and ask them to get it for you elsewhere? Did you make any such application as this to the Department?

Mr. T. We did not confine our efforts to New Orleans. We did apply to the Department, and we tried every other place where there was a prospect of getting any shafting.

The Committee then adjourned until 9 o'clock to-morrow.

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WEDNESDAY, SEPT. 24, 1862.

The Committee met at 9 o'clock.

Present—Messrs. Clay, (Chairman,) Peyton, Dupre, Maxwell, Semmes, Lyons, Foote and Barksdale.

Mr. TIFT was recalled and examined:

Mr. SEMMES. At what period did you become satisfied that you could find centre shafting in Richmond which could be adapted to your purpose?

Mr. TIFT. To explain what I said yesterday I will now state, the first application which we made at Richmond was on the 28th of September, 1861. We made application by letter at that time to know if shafting could be obtained here. We got a reply from the Secretary, and also a letter from Major Williamson, Chief Engineer, stating that the shafting could not be made at the Norfolk navy yard. He said, in addition, that he would look around for pieces of shafting that could be adapted to our use. The letter of Mr. Mallory was dated on the 7th of October, and that of Major Williamson the 9th of October. We also received a telegram on this subject from Mr. Jackson, Chief Engineer, by direction of Mr. Mallory, which is in these words:

“The Hon. S. R. Mallory directs me to say there are two shafts here 24 feet 8½ inches long, 11 inches diameter at one end and 8 at the other. Send an exact sketch how you wish them finished, thrust-collar and all.

[Signed]

T. A. JACKSON,  
Chief Engineer Navy Department, C. S.

We directed that these shafts should be held for us, so that if we could not do better, we might use them. They were not well adapted to our purpose, and would require a great deal of work to adapt them. The drawing of the centre shaft was sent to Richmond, where it was to be made, on the 27th of November, 1861, accompanied with a request that it be completed and forwarded as early as possible. At the same time we sent drawings of the side shaftings, accompanied with a statement that we hoped to get them in New Orleans, but requesting that if opportunity should offer to get them in Richmond that we should be informed of the fact.

Mr. SEMMES. How near completion was the armor of the Mississippi?

Mr. TIFT. Our judgment was that we could have completed the whole armor in ten days.

Mr. SEMMES. How high up or low down was she clad. In other words to what extent was she covered with her armor at the time she was destroyed?

Mr. TIFT. The whole of the iron below her gun deck and below the water was completed, and the upper armor which was cut and fitted to its place, was being put on. As I said in my testimony on Monday, the chief labor was in the handling of it. The upper, or as it is called, the bolting course, was being laid on and bolted.

Mr. SEMMES. Had the armament of the Mississippi arrived when she was destroyed.

Mr. TIFT. Part of it had. The 7-inch rifle guns had arrived, and we met part of her armament, nine guns I think, at Jackson, as we came away on the 28th of April. These guns went subsequently as I learned, to Vicksburg and were assisting in the defence of that place.

Mr. SEMMES. Was your brother ever a ship builder?

Mr. TIFT. He has had ships built, but is not a builder himself. I mean he is not a mechanic. He has been part and exclusive owner of vessels and has been engaged in the capacity of proprietor, I may say, in the building and repairing of vessels for a number of years. He is a man who gave a great deal of attention to naval architecture, though not a practical mechanic.

The CHAIR. Was work ever suspended on the Mississippi?

Mr. TIFT. Yes sir, for five days by a strike among the workmen in New Orleans.

CHAIR. At what time was that?

Mr. TIFT. I think from the 6th to the 11th of November.

The CHAIR. What wages were given them previously, and what did they strike for?

Mr. TIFT. They were receiving \$3 a day, and they struck for \$4.

The CHAIR. Did you give what was demanded?

Mr. TIFT. After waiting until the 11th we yielded. In the first place the mechanics that we got from Richmond did not strike. The others all went off. We had about 20 from Richmond. The next day after the strike the other mechanics came up to the yard and forced the Richmond mechanics to quit work. My brother went to the authorities there in reference to the matter, and I think one or two of the leading men were imprisoned. They said they would go with the army or serve the Government in any other way rather than work for less than they

demand. Mr. Hughes and other ship builders were in favor of not complying with this demand, but to hold off until they should be compelled to work. My brother asked him if there had been any such strikes there before, and Mr. Hughes replied yes, and that they finally came to the terms of the shipbuilders. My brother then asked how long it took to effect that object. He said, I think, six weeks. My brother then said that being the case, that money should not stand in the way of forwarding the work on the vessel. He agreed to their terms rather than have the work delayed.

The CHAIR. He then raised the price?

Mr. TIFT. Yes sir, he raised it to \$4 a day.

The CHAIR. Did he procure all the labor he needed?

Mr. TIFT. He did sir.

The CHAIR. Was there any delay in the progress of the work for want of hands?

Mr. TIFT. There were times when we were deficient of hands; at other times we had plenty.

The CHAIR. Why did it sometimes happen that you had not enough of workmen?

Mr. T. That was at times when we had the means of working large forces there. There are times in the building of a vessel when you could work a large number of hands—while engaged for instance in the preparation of timber. When you get through with this, you are confined to a small space and must therefore work fewer men. When you get through in this department, you enter upon another which may afford a larger scope for operations. Then it will become necessary to increase the number of hands.

The CHAIR. Did you always have as many workmen as could be employed advantageously upon the hull of the vessel?

Mr. T. No sir.

The CHAIR. Why was that deficiency?

Mr. T. Because the hands could not always be obtained at the time we wanted them.

The CHAIR. Did you ever refuse hands that were tendered to you?

Mr. T. Never when they could be used.

Mr. SEMMES. I have read your correspondence throughout, and in no solitary letter do you complain of the want of labor, except in the department of machinery. I would like to know why it is you now represent this difficulty in regard to labor, while in your whole correspondence, which seems to be very full, I do not recollect seeing a solitary complaint made of the want of labor, except, as I have said, in the department of machinery, and except by the strike of the workmen?

The time for adjournment having arrived, Mr. TIFT was directed to prepare his answer for to-morrow and then the Committee adjourned.

THURSDAY, SEPT. 25, 1862.

The Committee met at 9 o'clock.

Present—Messrs. Clay, (Chairman,) Semmes, Peyton, Boyce, Dupre, Maxwell and Lyons.

Mr. NELSON TIFT was recalled to answer the question put to him on yesterday by Mr. SEMMES, which is as follows:

I have read your correspondence throughout, and you do not in a solitary letter complain of the want of labor, except in the department of machinery. I would like to know why it is now, you represent this difficulty in regard to labor, while throughout your whole correspondence, which seems to be very full, I do not recollect a solitary complaint made of the want of labor, except, as I have already said, as to machinery, and except in the instance of the strike by the workmen?

Mr. TIFT. I will state generally, that we did not trouble Mr. Mallory with that subject, because he could not help us in any way. We were less troubled for mechanics in the wood work, than in the other departments. Sometimes we had more than we needed, and discharged the surplus, and sometimes we were deficient for short periods. Sometimes they were taken off for military duty, notwithstanding our efforts to prevent it. On this subject, I find the following note addressed to us by Constructor Pearce, dated October 29th, 1861:

“I respectfully request that the men employed on this ship be exempt from military duty, as I fear I shall lose a large portion of my hands if they are not exempt from such duty for the time they are engaged on this work.”

On the 24th of April, when every possible exertion was being made to complete the Mississippi, we found it necessary to appeal to Gen. Lovell, as follows:

“NAVY YARD, April 24th, 1862.

Major General LOVELL,

Commanding at New Orleans:

The officers of companies are taking from the ship yard our carpenters and laborers, and thus crippling our operations in trying to save the Mississippi.

Please send an imperative order, with an officer to enforce it, that none of our men shall be taken away for any purpose. We are putting materials on board, and hope to be able to finish her up the river.

N. & A. F. TIFT,  
Navy Department.”

Upon which, Gen. Lovell issued the following order:

“No interference will be allowed with the laborers and mechanics on the ship Mississippi. Col. Gereault will please furnish the necessary detail to carry out this order.

J. W. LOVELL,  
Major General Commanding.”

I do not remember all the particulars, but I remember that on Saturday, the 24th of November, all our hands in the ship yard and in the machine shops, were called out by order of Gov. Moore, for military parade. I requested him on the previous day to exempt them, but he refused, saying he thought it best for all to attend. In November we hired a skillful mechanic in Georgia to superintend important parts of the work. I have mentioned the "strike," when all the carpenters quit work for five days, from the 6th to the 11th of November. Mr. Pearce, the constructor, and about 50 of our best carpenters went to aid in completing the Louisiana, by request of the authorities, at a time when we could not spare them, without delaying the completion of the Mississippi. But, subsequently, when we needed them to complete the remaining wood work, we could not get the men, or hire others. We then resorted to other ship yards, and got the proprietors to suspend their work, and send us their hands. We worked Sundays as well as other days, such men as could be employed, to forward the work. We unavoidably lost some time by rainy weather.

This is the result of an investigation of my papers last night.

I would like, if it is consistent with the views of the Committee as to what is right and proper in connection with this investigation, to bring to its attention, as this is a subject which seems to involve the character of parties connected with it, some of the difficulties that we encountered in the progress of this work. I refer to the interference of the committee of public safety in New Orleans, and to the course that was pursued towards us when the enemy appeared at New Orleans, and after we had left that place.

Mr. SEMMES. We have had testimony upon that matter fully, from gentlemen who were with you. Mr. Senac testified fully in regard to it.

The CHAIR. I would suggest that Mr. Tift be permitted to make any statement in writing in this connection that he may think proper, and have it appended to his testimony. This course will save time. If he finds it is necessary for the vindication of himself and his brother to make a written statement I think it would be but just to give him that opportunity.

Mr. T. There has been a great deal said about our refusal to launch the Mississippi. We were very much annoyed on this subject, and a great deal of prejudice was gotten up in New Orleans against us by parties who knew nothing about the work, or who, from bad motives, were interfering with our business. Some of these were connected, I believe, with the committee of safety. The major part of the gentlemen composing that committee, were very high-toned, honorable and honest men, but there were some among them who were believed to be enemies to the public good. I have some correspondence here which took place with the committee, and some with members of the committee. I have also a letter here from Mr. John K. Scott, showing that one of the members of the committee did what he could in his way to prevent the launching of the Mississippi; while at the same time, he was making the public believe that we were trying to delay the completion of the vessel, by not launching her.

Mr. SEMMES. Do you know his name?

Mr. T. I will give it to you. It will be found in a letter written to

us by Mr. Scott, which convinces me of his enmity to us and the cause that we were engaged in promoting. The gentleman's name is Varnum Sheldon. The letter to which I refer, was read, as I am informed, before the committee of safety in his presence, and he did not deny what it stated. Mr. Pearce found it was necessary to examine the ways, to prevent the possible destruction of the ship, or the stoppage of her when being launched. It required a sub-marine armor to accomplish this, and Mr. Sheldon was the only one in New Orleans that we knew of, who had this armor. Mr. Scott had previously used this machinery for sub-marine examinations.

The letter to which I have just referred, reads as follows :

“NEW ORLEANS, April 20th, 1862.

Messrs. N. & A. F. TIFT:

At your request for me to state in writing the conversation I had with Mr. Varnum Sheldon, with reference to procuring his sub-marine armor, to enable you to ascertain the condition of the ways, and the foundation around the stern of the Mississippi, and towards the channel, to render her launching successful beyond a question, I hereby state that I called on Mr. Sheldon on the 13th inst., and asked him in your name to let me have his armor for the above special purpose, to which he replied that he had nothing for you. I then told him that Mr. Pearce and the Messrs. Tift wanted it. He then replied that Mr. Pearce could get anything he had, but that he had nothing for you.— On Wednesday morning following, I met Mr. Sheldon near Gen. Lovell's office in the Hall, and stated to him that I must have his armor, as I had not been able to find any other, and repeated the necessity for it. He then stated in reply, that he had sold the armor to Capt. Whiting. I then called on Capt. Whiting and told him what Mr. Sheldon had said. Capt. Whiting stated that he had not purchased any armor of Mr. Sheldon, but that he had one of his own which you could have with pleasure, or anything else he had, and immediately gave me an order to Capt. Lirk, of the steamer Southerner, then working at the wreck of the America, 24 miles down the river, and offered at the same time to accompany me. I then exhibited Capt. Whiting's order to you, when you gave me a note to Capt. Whittle, and the Commodore endorsed on the back of the note to Capt. McIntosh to dispatch a steamer at once and take me to the Southerner. We reached her at 8 o'clock, P. M., the 16th inst., when I procured the armor, and returned to the city the same night at 1 o'clock.

JOHN K. SCOTT.”

Mr. T. That letter, as I understand, was read in the presence of Mr. Sheldon in the committee, and he did not deny the facts which it set forth; neither could he give any excuse for his conduct. According to this letter, he told an absolute falsehood, in stating that he sold the armor to Capt. Whiting, and this too for the purpose of preventing, as I believe, the Mississippi from being launched, at a time that we were doing everything we could to accomplish that object, and save the vessel. That is one of the parties that has been assailing us. There are others in a similar condition, but of them, I cannot speak with the same certainty that I can of Sheldon.

The **CHAIR**. Whatever you wish to say of this letter, say in as few words as possible, and when you have completed your statement, hand it to the reporter.

Mr. T. I would ask the Committee to make our report to the Secretary of the Navy, a part of our testimony. That, perhaps, has touched upon some things that I have not referred to before the Committee. I ask this favor, because of your kind permission to me to furnish additional particulars in reference to these other matters.

In looking over my correspondence last night, I found a business letter addressed to me by my brother. It incidentally refers to the condition of the country at that time, and will give the Committee some idea as to his position with reference to our cause. He is not present, and you are not personally acquainted with him, and as there has been a great deal said, as I understand, both against him and me, relative to our loyalty to the country, I will state as to his position and character what I believe and think proper to state on this occasion. He has been a citizen of Florida nearly 40 years, and all who know him will accord to him the character of a good citizen, a true patriot and an honest man. The letter to which I refer, is dated New Orleans, February 17th, 1862. It was written to me when I was at Albany, Georgia, and just after the news of the fall of Fort Donelson reached New Orleans.

It reads as follows:

NEW ORLEANS, Monday,  
February 17th, 1862. }

Mr Dear Brother :

I have taken Roy to the ship, and aided him in all the measurements, and he commences at once making the chasses and carriages for the four rifled guns. I took Geddes along, and tried to engage him to make the rudder, but he said it was impossible, on account of the large amount of Government work he had on hand. I shall see Clark and Leeds, and hope to dispose of that trouble to-morrow with one of them. Pearce & Kindall will hurry the completion of the forward angles, and the latter says he can get the surfaces perfectly thin; say in two or three days. I send herewith the drawings of the midship section you ask for. Have just sent dispatch to Scofield & Markham.—“We want 180 running feet of  $2\frac{1}{2}$  inch square iron to make eight more port frames. Telegraph if you can get it. Send the plates ordered for them at once.”

I can find no more of that description of iron here. I told Folger to telegraph his friends, and let me know. I have just received notice of LeBarron's shipment of 291 bars assorted iron,  $\frac{3}{4}$   $1\frac{1}{8}$ ,  $1\frac{1}{4}$ —about nine tons. We shall probably want more of the small sizes. I will attend promptly to your other suggestion.

The unwelcome news of the fall of Fort Donelson has just reached us. The account implies that our loss in men captured or surrendered must be great, but as I tell our friends here, it is no time to *cry or complain*, but to come forward to a man, with renewed energies and pluck, and act in making increased defences for the city. If the success of the enemy is complete at Donelson, it is not improbable he may pass Columbus at any time and descend the river. The people here under an organization, can do much in a few days if they will. Those who hesitate now, should be treated as enemies.

I wish you would talk this subject over with dear little Annie and her grandma, as well as your own family, that they may be prepared for the worst. Do not alarm them, but have them to understand that we may meet with severe reverses on our coasts and rivers, and there may be much suffering, but the result will be more glorious to us in the end.

Give much love to all, and I remain

Your friend and brother,

A. F. TIFT.

N. TIFT, Esq., *Albany, Georgia*:

I have your fruit trees nicely packed in a barrel, and will send them by express to-day if I can get them off.

I have received railroad receipt for our water tanks shipped from Gasport Navy Yard, but no advices of the chains and anchor, capstan or shaft yet.

A. F. T."

The Committee then adjourned.

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FRIDAY, SEPT. 16, 1862.

The Committee met at 9 o'clock.

Present—Messrs. Clay, (Chairman,) Lyons, Maxwell, Dupre, Peyton, Foote and Barksdale.

Lieut. BEVERLY KENNON was recalled, and the following cross interrogatories put to him by the Secretary of the Navy, through the CHAIR:

*1st Question.* Examine the order shown you marked No. 1, and say whether you received it.

The following is the order referred to:

“ C. S. NAVY DEPARTMENT,  
OFFICE OF ORDERS AND DETAIL,  
Richmond, *July 8th*, 1862. }

SIR: Proceed to New Orleans, Louisiana, and report to Commander Lawrence Rousseau for duty forthwith.

Respectfully,

S. BARRON,  
*Captain in Charge.*

*By command of Secretary of the Navy.*

Lieut. BEVERLY KENNON, *C. S. N., Petersburg, Virginia.*

Lieut. KENNON. I received that order.

*2d Question.* Who ordered you to purchase materials and prepare ordnance stores in New Orleans—what were your orders—were they in writing, and have you a copy of them?

Lieut. KENNON. I was ordered by Com. Hollins to purchase the stores in New Orleans. I received a formal order from him to that effect. All orders that I gave, I had to sign bills for, and these bills in every case were approved by Com. Hollins, which I suppose is sufficient proof that I did not act entirely on my own authority.



*3d Question.* You say there was not a cartridge bag furnished to the McRae. Had she not been previously supplied with ordnance stores, and been ready for sea, and to run the blockade as a cruising ship, and with cartridges prepared?

Lieut. KENNON. Yes, sir. In answer to the latter part of the question, I will state that the McRae had been fitted out in all respects, with the exception of receiving a six-pounder brass rifle gun and all the gear belonging to it. That she received after I reached New Orleans. She wanted 100 9-inch cartridge bags afterwards, but there were none in New Orleans. I had these made myself and taken on board of her. I mention that circumstance to let you see that provision had not been made for her further equipment, or that of any other vessel, to my knowledge.

*4th Question.* You say, "I also had shells made for muskets and Mississippi rifles, as well as hand grenades, filled with gun cotton and Greek fire. I had also made what are termed liquid shells, for rifle and other guns. These I invented myself. These things *they* stopped me from making, on account of the expense of getting them up." State to whom you refer by the word *they*?

Lieut. KENNON. The word "they" should properly refer to the Government itself or its agents. The order emanated from the bureau of ordnance, I should suppose. I received notice after I left New Orleans, that the Government would not take these articles as they were too expensive, and they were therefore left in the hands of the maker. I received the notice from Lieut. Minor, and subsequently from the maker of them, a Mr. Persh.

*5th Question.* You say you furnished thousands of munitions of different kinds to the army—"different kinds of shells which I ordered to be made, were also furnished them." By whose order was this done; what reports, written or otherwise, did you make of these transactions, and to whom were they made? State what shells were thus made by your order, and furnished to the army, and by whom were you subsequently prevented from making them?

Lieut. KENNON. Under the head of "shells," will come sub-marine batteries. I furnished 150 to Gen. De Russey, Chief Engineer in Gen. Polk's army, who came to New Orleans for the purpose of getting some, and finding that I had some already made, Com. Hollins ordered me to furnish them, and I did so. I furnished 10-inch and 13-inch mortar shells for Fort Jackson and Fort St. Phillip. They were made at the same foundry at which the army were getting their shells made, but not having enough of them, the army took as many belonging to the navy as were necessary. I also supplied the army with 11-inch shells, shot and grape for the same gun; 32-pounder shells, shot, grape and canister, and the same for 8 and 9-inch guns. I also supplied the army with friction and percussion primers. There are none others in the Confederacy to my knowledge like them, as the same primer can be used either with or without a lock. Sometimes I made written reports of these transactions to Com. Hollins when I had time to do so. But more generally I made verbal reports, and in furnishing these articles, if I did not act always by his orders, I did with his consent. I was notified by letter that the expenditures in the ordnance department at New Orleans were enormous, and that I should in future expend as

little money as possible, and make no more contracts. When Mr. Minor was sent to New Orleans to see why it was, and how it was that I had spent so much money, he seemed very much astonished, but he forgot that Richmond and Norfolk had secured from the enemy thousands of heavy guns, and all sorts of ammunition and ordnance stores, whilst there was nothing of the kind in New Orleans. There were many vessels fitting out at that time, besides floating batteries, and as I could have these things made and put on board these ships sooner than I could by waiting to receive them from Richmond or Norfolk, I found it necessary to make everything in the city. I furnished all these vessels complete with ordnance, including their fire-works, rockets and every thing else. I never borrowed from any navy yard, or any arsenal any thing whatever, except some fuse from the arsenal at Baton Rouge. After I left New Orleans, an order was given for the equipment of other vessels belonging to the navy and river defence, and besides this, the army wanted stores, guns, &c., which they did not have. These they drew from the navy, and I know that they got thousands of cartridge bags, because they could not find flannel to make them, or they had not the time. So that everything I had made, to the best of my belief, came into play. I was, however, subsequently prevented from making these purchases by an order from the ordnance department, which I suppose came from the Secretary of the Navy.

*6th Question.* You say, "I found when I afterwards returned to New Orleans, that the only 13-inch shells they had were those made by me in August." State how many of these shells you had made?

Lieut. KENNON. I ordered 2,600 or 3,000, intending to have the mortars made for the shells, as the enemy would attack us in all probability, both from above and below, with mortars. I supposed our Government would like to meet them with the same weapons. I don't know how many were made, but I know that Fort St. Phillip and Fort Jackson received many of them. I believe all that they used during the bombardment, or nearly all at any rate, were of that size.

*7th Question.* For what purpose were they made?

Lieut. KENNON. To be fired from mortars.

*8th Question.* Had the navy a gun or mortar in which they could be used?

Lieut. KENNON. No, sir.

*9th Question.* Did you make any written reports to the naval ordnance officer at Richmond, or to Capt. Hollins, of your operations as ordnance officer, and did you keep the Department or Capt. Hollins advised thereof?

Lieut. KENNON. I kept Capt. Hollins advised, and as I said before, when I had the time, I made a written statement, but as a general thing, I made a verbal one.

*10th Question.* You say, "I knew if I allowed myself to be tied down by the rules of the office, I never would have done anything." What office and what rules do you refer to—state fully?

Lieut. K. The office that I refer to is the ordnance office. I knew that I should not get anything whatever without making requisitions, or even triplicates, all of which should receive the signature of the Commodore of the Station, and the Ordnance officer at Richmond, and had I waited to have these requisitions signed at Richmond, and after-

wards returned to me, there was no telling how long I would have to wait to get any one article; and as we were very anxious, for many causes, to have these things as soon as possible, I requested the Commodore to permit me to get them then, and cover them all with a requisition afterwards, to which he assented. My reasons for not making a written report to Commodore Hollins, were, that I had no one to assist me in the office. There was no navy yard at New Orleans, and the people were unused to the making of articles of the description needed. A great deal of my time was taken up in showing them how to make these things. I had a clerk, it is true, and some runners in the office, for the purpose of carrying messages, and small articles of various kinds. All that expense I paid myself. A portion has been very recently returned to me.

*11th Question.* Did Captain Hollins authorize you to violate these rules, and to take the responsibility to which you refer?

Lieut. K. He did not order or permit me to violate the rules. He did, however, permit me to procure these articles, because, as I have stated, he saw it was absolutely necessary, under the circumstances, to do so.

*12th Question.* You say—"At first, when I made the contract for guns, the hire of laborers was very much less than it was afterwards. I had guns made then for 11 cents a pound. The first contract was made in August," &c. State the number, weight, and calibre of the guns you had made in New Orleans for the navy; the number of these tested by you; the number rejected and accepted, and the number, weight, and calibre of those contracted for by you, but which were not made.

Lieut. K. The number and weight of the guns that I had finished was one 32 pounder, rifle, weighing about 12,000 pounds, and one 12 pounder, brass gun, weighing 900 pounds. These were the only two guns finished by my order, whilst I was there. I had ordered fifty 32 pounders, rifles, each to weigh about 12,000 pounds, which were not finished. Mr. Bujac, of Algiers, finished one of them about the time that the fight took place at Forts Jackson and St. Phillip. Mr. Leeds was to make 12 brass guns, 12 pounders each, to weigh 900 pounds, and he was ordered, if he could get the metal, to increase that number to 36. These were all the guns that I ordered. I did not test any of the guns above mentioned. I rejected six 32 pounder guns, 3,300 or 4,200 pounds weight, I forget which, because I did not think they were worth the powder and shot I would have to use in testing them. Leeds told me that he did not think the guns were remarkably good, when I expressed an unwillingness to test them. There were six guns made by Bujac & Co., which were ordered by the Department before I went to New Orleans. They were finished when I was there. I tested all of them, and while they stood the powder test, they could not bear inspection, as their interiors were filled with cavities, when a single one should condemn any gun. I understood since that the government took some, if not all, of these guns, with the intention of using them with reduced charges. That makes 12 guns, so far, rejected, all of which I tested. There were also 3 heavy 8-inch Columbiads, weighing from 12 to 14,000 pounds each, made by Bennett & Lurgis, which I tested and accepted. Two of them were mounted on the floating

batteries, and one of them was mounted at Fort St. Phillip. I also tested, in March last, a rifle gun, 3 inches in diameter, the calibre of which I do not exactly know. That gun belonged to the army, and when I went on duty in command of the Governor Moore, I left it in the hands of the army ordnance. I was asked to test a wrought iron rifle, but declined doing so. I think that this list embraces all. There were 12 rejected in the aggregate, and 4 accepted in the aggregate.

13th Question. Look at this telegram, and say if you sent it.

The following is the telegram referred to :

“ RICHMOND, November, 1861.

To Hon. S. R. MALLORY :

It is impossible for me to leave here until the ordnance accounts are well looked into. My own honor is at stake, and the impositions that may be practiced, will do no good to the service. I respectfully request a few days delay to adjust matters, by authority of Commodore Hollins.

BEVERLY KENNON,  
*Lieutenant C. S. N.*”

Lieut. K. I sent either that or something very much like it.

14th Question. Look at this telegram “ A. B.,” and say whether or not it was received by Captain Hollins.

The following is the telegram referred to :

“ CONFEDERATE STATES NAVY DEPARTMENT, }  
*Richmond, November 16th, 1861.* }

Flag Officer GEO. N. HOLLINS, *New Orleans :*

Lieutenant Kennon alleges that his honor and the interests of the government require a little delay in complying with his orders to report for “ Patrick Henry.” You will judge of this, and grant a week’s delay, if you deem it necessary.

S. R. MALLORY,  
*Secretary of the Navy.*”

Lieut. K. I do not know whether or not that telegram was received by Commodore Hollins, but he granted me a delay of a week. He then went up the river, and wrote me a letter by one of his officers, granting me a longer delay, if necessary. My reason for asking for this delay was, I found that many articles had been charged that had either been receipted for before, or that I had not received ; and I preferred remaining in New Orleans to check a repetition of this thing, should it occur. I should think, that by remaining there, I detected errors in accounts to the amount of, say from \$30,000 to \$50,000. Navy agent, Mr. Howell, who is now in Richmond, may recollect this thing.

15th Question. Did you receive any letter, order, or communication from the Secretary of the Navy, at New Orleans, other than your first order to the station, and the order relieving you from duty there? If so, state it or produce it.

Lieut. K. I was notified by Commodore Hollins that I had been ordered to report at Richmond. I saw two or three telegraphic dis-

patches, or letters, I don't know which, that were sent to the Commodore, and shown by him to me. I did not receive any communication other than those referred to in the interrogatory. The reason why I did not receive any, is, that it is customary for all communications to inferior officers or men, to pass through the hands of the senior commanding officer.

*16th Question.* What reason had you to fear the anger of the Department for erasing \$30,000, or \$35,000, from over-charged bills?

Lieut. K. I was afraid that they might accuse me of neglect of duty, and Mr. Mallory seemed to think that I was greatly in error in doing what I had done; and knowing that I had done nothing improper thus far, I thought that I could take upon myself the responsibility to remain longer, for the reason that I have already given, fearing more than anything else that the government would be under the impression that I had been neglectful of my duty in allowing such large amounts to be charged without my knowledge.

*17th Question.* You speak of your desire to explain your operations at New Orleans to Captain Buchanan and the Secretary of the Navy, when you came to Richmond. Did you not have several interviews with the Secretary before you resigned, and did you not then describe and explain them?

Lieut. K. I never had an interview with the Secretary of the Navy before I resigned. I called upon him four separate times, at his room, to see him, but was informed that he was sick, and that I could not see him. I then went to Captain Buchanan, who was chief of the Bureau of Orders and Details, and he ordered me to go on duty on board the "Patrick Henry." After I resigned, I had one or more interviews with the Secretary of the Navy.

*18th Question.* On what day did you arrive in Richmond.

Lieut. K. On the evening of the 5th of December, I think.

*19th Question.* By whom were you limited to five minutes, within which to decide whether to submit to any indignity or resign?

Lieut. K. I was limited by the rules of the service. I had to obey the order or resign, one or the other.

*20th Question.* Did the indignity to which you refer, consist in ordering you as a Lieutenant of the "Patrick Henry," under commander Tucker, while other officers, junior to yourself, were commanding small vessels?

Lieut. K. Yes, sir. Many of these officers in command of small vessels, or some of them, at any rate, never have been in the navy, whilst I had been, at that time, nearly 16 years.

*21st Question.* You refer to, and state part of a conversation with the officer of Order and Detail, then Captain Franklin Buchanan—state all that conversation, as nearly as you can.

Lieut. K. I wished to know of Captain Buchanan, why it was I was ordered from New Orleans. He gave me no satisfaction whatever, before I resigned, but after I resigned, when I went to him on the same subject, he intimated to me that it was on account of my having drank too much. I told him, if I committed an error that I wished he would try me by court martial, and punish me as an officer should be punished, but not punish me by ordering me to the position in which I would have to serve on board the "Patrick Henry." He declined do-

ing so. I told him that I had a petition, which was signed by the Mayor of New Orleans, and the other officers of the city government, besides many citizens, both strangers and friends to me, requesting that I would be left in command of the ordnance. Commodore Hollins had also made this request on more than one occasion. This is pretty good proof that I had not been so intemperate as Captain Buchanan supposed. But whether I have been so or not, I left proof in New Orleans sufficient to show him that it did not prevent me from performing my duty. But I got no satisfaction from him whatever. Now I saw, that in all probability, this thing was a draw back to me, and I then resolved to give it up altogether, so long as the war lasted. I wrote a letter to that effect to the Secretary of the Navy, requesting him to permit me to withdraw my resignation, but he refused to do so, and Captain Buchanan gave me to understand very positively, that he would object to it. I then left here for New Orleans, and when I received the command of this vessel I wrote a letter to the Secretary of the Navy, telling him that sooner or later I would have my commission back, whether he wished to let me have it or not, or, within a month I would be in the place of departed spirits. I think that is the language of the letter. I don't know whether he received it or not.

*22d Question.* You speak of testing 35 guns, some of which you mounted on the lakes, some on the river, and some on the forts. Was this done for the army or the navy?

Lieut. K. Fifteen ought to be the number mentioned in the interrogatory. The guns mounted on the river and on the lakes, were for the navy; those on the forts were for the army, and they were tested and others banded after I resigned. I was then serving in the army ordnance, at the request of Gen. Lovell.

*23d Question.* You say—"I was subsequently ordered away six times, I believe, but the Commodore kept me there." State when and by whom you were thus ordered, and produce the orders, if you have them.

Lieut. K. I was ordered by the Chief of the Bureau of Orders, who acted on the authority of the Secretary of the Navy. It is likely that the original order was sent in writing. I saw two others that came by telegraph. I cannot produce the orders, because they were not sent directly to me, but to the commander of the station. I may be in error as to the number of times, but was often ordered.

*24th Question.* Were these orders from the Secretary or Captain Buchanan?

Lieut. K. I forget whether all were from the Bureau of Orders or not; but I am quite sure that they were issued by authority of the Secretary, or his order.

*25th Question.* State the quantity of powder you got for nothing, (see evidence,) the quantity you purchased at \$3 per pound, and the quantity you seized—from whom it was taken, and what report was made of it. When you say that you do not think these things, if purchased at a later period, could have been gotten for less than three millions of dollars, to what do you refer?

Lieut. K. The quantity of powder I got for nothing was very small, about 200 pounds. I forget the quantity I purchased at \$3 a pound—something about 3000 pounds. I am not sure that all was delivered.

I seized two kegs of powder, containing about 50 pounds each, because the price asked was so very high. On its owner agreeing to accept a reasonable price, such as was paid by the army at that time, \$2 50 a pound, I took the powder and receipted for it. I suppose the bill was paid by the navy agent, as all bills from the ordnance department went to Mr. Hall, the navy agent. I am not sure whether I made a written or verbal report of this matter to Commodore Hollins or not. In regard to the latter part of the question, as to what I refer to when I say that I do not think these things, if purchased at a later period, could have been gotten for less than three millions of dollars, I do not refer to powder, but I do refer to such things as flannel, zinc, copper, block tin, and various kinds of shells, fire-works, and the general work of the ordnance department. The hire of laborers increased 25 per cent whilst I was in the city. It afterwards went up as much more. Soon after I left there, the department was consuming a great deal of iron and other kinds of metals, which, in some cases, the foundries found it almost impossible to get at a later period, without paying the most exorbitant prices for them. The fitting of the ordnance department then did not embrace guns and ammunition alone. There are compasses, spy-glasses, sextants, quadrants, &c., &c. All these kinds of things were furnished by me as far as I was able to furnish them. I furnished the launches, anchors, awnings, and all their equipments. All things necessary for navigation—barometers, thermometers, &c., came from the ordnance office. I found these things comparatively cheap when I first went to New Orleans—but they, like every thing else, greatly increased in value. Now, in saying that these things would have cost two or three millions of dollars, I may have been in error; but I know that many of these articles cost, in March last, from three to six times as much as I paid for them the September previous.

*26th Question.* When did Lurgis & Co. commence making heavy guns?

Lieut. K. They had two heavy guns made before I went to New Orleans, both of which I tested when there.

*27th Question.* You say that you declined the commission of Lieutenant for the war because you would have to serve under officers who did not know their duty. State the officers to whom you refer. Did you decline in writing?

Lieut. K. I refer to nearly every Lieutenant appointed as such for the war, for the simple reason that very few of them have been to sea over six months, and some of them hardly as long as that. I know one who was in California with me as a banker. He resigned 13 years ago, being then in the service but a few months, and he is now a Lieutenant. I would have to serve under him should I accept the commission offered me.

Mr. SEMMES. What is the name of that officer?

Lieut. K. Lieutenant Geo. W. Gift. There are a number of others of the class of 1857 who resigned after they graduated at the Naval Academy. They have seen about six months' sea service. To obtain the position of passed midshipman, they would have to go through an examination in all branches. Next they would be masters, and then Lieutenants. There are two or three classes of Lieutenants for the war, who have seen from 11 months' sea service, to no sea service at all,

either in or out of the navy. I have not declined in writing to accept this commission. I wrote a letter to the Secretary of the Navy, saying to him, that if I accepted this commission, I would have to serve under officers who were very young midshipmen, when I had been a Lieutenant for some years. I wrote a letter like this to the President. In a letter to the Secretary of the Navy, I asked him if I could not be allowed to withdraw my resignation, but I have never received an answer directly from him. Since then, I told him that I could not receive a commission that would place me at the foot of the "navy list," as I had already been on duty 14 years out of 15, and that I have been in the service up to the time that I resigned from the United States navy. I have been on duty under the Confederate government 16 or 18 months, in addition to that.

*28th Question.* What is the depth of the river between Forts Jackson and St. Philip?

Lieut. K. I cannot state positively, but I should think the channel was about 20, or even 40 fathoms. I never have surveyed or sounded the river, but I know that, as a general thing, the channel is very deep between the city and the head of the passes.

*29th Question.* Whom did you ask to purchase Maguire's 40 horse power engines?

Lieut. K. I asked Commodore Hollins.

*30th Question.* Name the steamers at New Orleans which you state might have been fitted as rams.

Lieut. K. I cannot recollect all their names. The city of New Orleans seized the vessels to which I allude, and named one of them the "Warrior," one the "Stonewall Jackson," one the "Resolute," one the "Reliance," one the "Defiance," one the "Gen. Lovell," one the "Col. Lovell," one the "Gen. Bragg," and one the "Jeff. Thompson." There were others whose names I cannot now recollect. There were also the "Gen. Quitman" and the "Gov. Moore." The steamer "Tennessee" was not seized, but was taken possession of by the enemy, whom I saw using her as a transport.

*31st Question.* You refer to the cause of your resignation; look at these letters and say did you write them? These letters are marked "C," "D," "E" and "F."

Lieut. KENNON here examined the letters, and admitted to have written them. They read as follows:

[C.]

CONFEDERATE STATES OF AMERICA,  
NAVY DEPARTMENT,  
Richmond, *January 7th*, 1862. }

*To his Excellency* JEFFERSON DAVIS,  
*President of the Confederate States—*

SIR: I respectfully request that you will permit me to withdraw my resignation. I make this request of you because I feel that I will be able to do better service in the navy, where I have been for nearly 16 years, for 10 years and three months of which time, I have been on active and efficient service, than I would be able to perform in any other capacity, or on any other duty. I have ever been fondly attached



to, and am now so proud of the profession of my early choice, that I am anxious to assist and see its efficiency demonstrated by the practical tests which will soon be brought to bear upon it. I have not enjoyed a moment's pleasure since I resigned, nor have I since I was ordered from New Orleans, and I feel confident that I will never be happy or contented out of the navy. All of my family, my naval friends and the Government employees of my acquaintance have begged and advised me to make this request of you. Independent of their wishes on the subject, I have earnestly wished to do so from the day that I lost possession of my better judgment, but have until now hesitated for the reason that I had resigned. I have the honor to be,

Your obedient servant,

BEVERLY KENNON,  
*Late Lieutenant C. S. N.*

[D.]

RICHMOND, VA., *February 23d, 1862.*

*To His Excellency the PRESIDENT—*

SIR: I have the honor to address you for the second and last time in regard to my being reinstated in the navy. In a conversation with the Hon. Mr. Mallory a few days since, I was told by him that he had heard that I was, or had been dissipated, otherwise my resignation would not have been accepted. If such is the case, I feel sure that my dissipation has been greatly exaggerated, or Com. Hollins would not have asked that I should be retained in command of the ordnance where I had performed my duty with great credit to yourself, and satisfaction to me. Many of the leading merchants in New Orleans signed a petition to have me kept there, and I feel confident that had they thought that my drinking caused me to neglect my duty there, they would not have done this. I admit I have often within the last eight years drank too freely, yet there are few men in either this navy or the United States navy who ever saw me stagger, or found me unfitted for duty. I have never caused a difficulty with any one while under the influence of drink, nor have I ever in that state injured any one as much as the report from one person has injured me. I resigned because I thought that injustice had been done me by Capt. Buchanan. I was then angry, which made me hasty—both anger and pride got the better of me, and it was not until all was over that I saw wherein I was wrong, and ever since I have been upon the stool of repentance for having done so. As soon as I saw my error and learned why it was that I was refused the privilege of withdrawing my resignation, I hastened to repair the error, and remove the only obstacle in the way. But one stronger in influence and power threw obstacles in my way which I could not remove, nor will I be able to do so, unless my voice is heard as well as his. It has been some weeks since I drank a drop of strong liquors, nor will I do so, it matters not where I may be, as long as the war lasts. I voluntarily swore that I would not drink any sort or description of liquor so long as the war lasts, if my commission should be given me as it was when I resigned, and yet I have received no answer. Many persons have been pardoned after

having done all manner of vile things, yet Capt. Buchanan is unwilling to receive even a promise like that of which I speak, because "he never knew one to keep it." Others may have broken their promises, but I will defy any man to say I have ever broken one of mine. When I went to New Orleans I was almost a perfect stranger. Had I just arrived from Europe, I could hardly have been more so. I found out with all despatch where I could get the various articles made that an ordnance department required; when I drew the models for everything, (I except nothing,) superintended their making, and finally left in a fine and healthy state, an ordnance second only to this one in Norfolk. I had no assistance. Besides attending to its duties, I fitted the batteries of all the steamers on the lakes, the floating batteries on the river, and all the steamers except three. I fitted complete, the launches and the Tuscarora at the same time, the work on the latter occupying but two and a half days. A drunken man could not have performed any one of these duties; and I flatter myself that but few sober men could have performed them all in the little time that I had. I know I filled my position with no discredit to myself. I feel, and shall ever feel proud of having had it. It was natural that I should feel hurt and wounded to be ordered as a watch officer, when my juniors were left in command of various points. The only thing that kept life in me, was the fact of so many friends unknown to me until then, who gave me so many proofs of their appreciation of my labors. I spent more than what my pay amounted to, to facilitate all operations, which would have been much retarded if I had not done so. I know that I have over 200 cousins and one brother in the army who have given up their all in our cause. My parents have over 40 nephews and great nephews in the service, and I think that the request of the only outsider might be listened to, particularly when you consider that I have given up my whole soul to my profession, and to service on foreign stations. The prime of my life has been wasted on the water, where for years I have been far from the comforts of a home, and the society of my family and friends. Capt. Buchanan's relatives are Northerners. He has come with us. As to my qualifications, I refer you to all my associates and acquaintances. I am as good an infantry and artillery soldier as a sailor, and as good a draughtsman and nautical surveyor as navigator or observer. I hope you will do me the favor to read this, and I feel sure that justice will be done me. I have the honor to be,

Your obedient servant,

BEVERLY KENNON.

[E.]

RICHMOND, *February 23d, 1862.*

*To His Excellency the PRESIDENT—*

SIR: Pardon me for adding a P. S. to my long letter, but I do so to let you know that I have command of a fine screw steamer, which will soon leave a Southern port as a privateer. She is the finest vessel in our waters, and with her heavy battery and large crew, I feel confident that ere long I will win from you, what I now ask of you. I feel wounded to know that one has actually refused to listen to me in regard to this

matter. I, like him, condemn a man as much as any one, for allowing himself to be placed below the level of a beast, but at the same time, I equally condemn a man who expresses an unwillingness to allow that "beast" to better his condition, and prove to friend and foe that he is not as black as he is painted. I have the honor to be,

Very respectfully, your obedient servant,  
**BEVERLY KENNON,**

[F.]

RICHMOND, VA., *February 12th, 1862.*

SIR: You told me this morning that you would not have received, or rather accepted my resignation, had I not had the reputation of having been drinking too hard. I am very anxious for more than one reason to recover my commission, and as drinking is the only obstacle in the way, I will remove it, so far as I am concerned, by pledging myself not to drink so long as this war lasts. If you will return it to me, I swear I will not drink a drop of any kind of liquor, spirituous or malt, so long as the war lasts. My family and all my many friends would be happy to have me in the navy again, and I know you will never have cause to regret having granted my wishes.

Very respectfully, your obedient servant,  
**BEVERLY KENNON.**

*Hon. S. R. MALLORY, Secretary of the Navy, Richmond, Va.*

Mr. DUPRE. Did you ever receive any answer to this letter?

Lieut. KENNON. No, sir, except what the Secretary of the Navy told me. I had no idea of the cause for removing me from New Orleans. No cause was given until after I resigned, and then I was told the cause by Capt. Buchanan. I think I should explain that part of the letter in which I refer to the Captain's family being Northerners. Nine hours after I arrived in Richmond from Washington, I was under orders to the steamer "Patrick Henry." I left Washington the day previous, not having waited to ascertain whether or not my resignation which I sent in was accepted. Capt. Buchanan resigned a few days before I did, but did not offer his services to the Southern Confederacy for a number of months afterwards. That is what I referred to when I said his family were Northerners. I told him that in his office the day after I resigned my commission under this Government.

Mr. DUPRE. You say you had received a letter of notice about your extravagant prices for ordnance stores from the department?

Lieut. KENNON. No, sir. Com. Hollins sent me a letter which he received on that subject, and told me to answer it, whether in earnest or not, I don't know. But I wrote a letter to Richmond to Capt. Minor, of the ordnance department, asking him to ask the Secretary if he expected any one to be able to defend a city worth millions of dollars, by an expenditure of 50 cents.

Mr. MAXWELL. It was suggested on yesterday, that for the present, we close with this investigation. Perhaps it would be well for us to ascertain whether Congress will adjourn on the 30th, before we come to any definite decision upon that subject.

After a few colloquial remarks among the members—

Mr. FOOTE moved that the Committee meet two weeks in advance of the next session of Congress, so as to be prepared to report upon the assembling of that body.

The hour for the meeting of Congress having arrived, further action upon this motion was postponed until Monday. The Committee then adjourned until half past 9 o'clock on Monday, the 29th inst.

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MONDAY, SEPT. 29, 1862.

The Committee met at half past 9 o'clock.

Present—Messrs. Clay, (Chairman,) Lyons, Boyce, Peyton, Semmes, Maxwell, Barksdale and Dupre.

The CHAIR. We meet here pursuant to adjournment, as I understood it on Friday. I learn that some members of the Committee came here on Saturday under the impression that we were to meet on that day.

Mr. BOYCE. Yes, I was here.

Mr. BARKSDALE. My impression was that we had adjourned until to-day.

The CHAIR. If there is any witness whom any member of the Committee would like to examine, he is at liberty to do so. If there is not, I don't know of any business we can do to-day, and it is now for the Committee to determine whether we shall undertake any more business during the present session of Congress or not, or adjourn the Committee, and ask leave of our respective Houses to meet again next session.

Mr. SEMMES. There is one witness here that I accidentally met on Saturday, but understanding that there would be no further examination, I gave him no notice to attend. During the last three or four days of the session of Congress, we will have night sessions, and this would necessarily render us unfit to attend here the morning following.

Mr. LYONS. It seems to me that we cannot continue the meeting of the Committee during the remainder of the session, or indeed any longer in the manner in which we have been conducting them. If we are to continue in session, it must be in some other way than we have been hitherto in the habit of meeting. It is impossible for me to attend as I have been doing, otherwise than at a sacrifice of other interests important to my constituents. This is my district, and a large amount of department and other business devolves upon me, from which members from remote districts are exempt. To attend to this business, I would have to absent myself either from the sessions of the House or the Committee. I propose therefore, that the Committee shall report to their respective Houses, that we cannot go on any further at this session, and ask that the Committee be continued over until the next session, or be permitted to meet at some period during the recess. I suppose that the Committee might find it agreeable to come here, say 20 or 30 days in advance of the next session, and then we could meet at 10, and sit until four every day. In that way we could do more business in

10 days, than we now could in 30. I suppose it would not be disagreeable to the Committee to come here at that period. I do not mean by that proposition, that the Committee have leave to sit during the recess.

Mr. DUPRE. The only objection I have to that portion of the statement made by the gentleman from Virginia, (Mr. LYONS,) about meeting here before the assembling of Congress is, that I should come here a distance of 1,600 miles, and perhaps not find a majority of the Committee in attendance.

Mr. BARKSDALE. I suggest that we postpone the consideration of this matter until a later day of this session. We could meet again on Wednesday or Thursday, at the option of the CHAIR, and determine what we could do.

Mr. SEMMES. Why not determine now?

Mr. BARKSDALE. Perhaps we might have better means of deciding what was best to be done after we ascertain what transpires during that interval. However, I am willing that the matter shall now be decided.

Mr. SEMMES. What I would propose is this, that any gentleman who has witnesses to examine, should file his interrogatories with the Secretary, these interrogatories to be sent by direction of the member filing them, and then that we meet with the opening of the session.—During the first week or 10 days of the session, little or nothing is done, and we would have a full opportunity to attend daily on the Committee, and discharge the business with despatch. With this understanding, I now move that we adjourn until the first day of the next session, and that the Chairmen of the respective branches of the Committee be permitted to ask permission of the two Houses to continue the Committee until that period.

Mr. BOYCE. Are there any witnesses here now that are necessary to be examined?

Mr. SEMMES. No, sir.

Mr. BOYCE. I would propose, if the witnesses are here, that we meet at night. I think it is very important that an investigation of this kind should be closed. The country is left in doubt as to the condition of the Navy Department, and this doubt should be removed as soon as possible.

Mr. LYONS. Before the question on the motion to adjourn is put, I would suggest if it would not be better for us to adopt a resolution to carry out the idea of the Senator from Louisiana, (Mr. SEMMES,) authorizing any gentleman to file interrogatories here?

Mr. SEMMES. Then I offer the following resolution:

*Resolved*, That any member of the Committee shall be authorized during the recess, to take testimony by deposition, filing the interrogatories with the Secretary, the testimony to be taken after the said interrogatories are crossed by the Secretary of the Navy, and that the Secretary be directed to send out the interrogatories and cross interrogatories under the direction of the members filing the same.

The CHAIR. Let me suggest whether it would not be proper to limit this right as to the person taking the testimony?

Mr. MAXWELL. Let it be taken in legal form.

Mr. LYONS. You should have it taken before a Notary Public, a Justice of the Peace, or a Commissioner of the Confederate States.

The question was put on the adoption of the resolution, and it was decided in the affirmative.

The question then recurred on the motion to adjourn.

Mr. SEMMES. Before that is put, I would remark that we have a good many documents, particularly the correspondence between the Department and the Messrs. Tift, which, when you come to make up your report, it is necessary to copy. I will move that the Secretary of the Navy be requested to furnish to the Committee, at its next meeting, copies of that correspondence.

The motion was agreed to.

The question was then put on the motion to adjourn until the 1st day of the next session of Congress, and it was agreed to; and the Committee accordingly adjourned over to that period.

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# SECOND SESSION

OF THE

Joint Naval Investigating Committee.

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MEMORANDUM FOR THE RECORD

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## SECOND SESSION.

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RICHMOND, *January 21st*, 1863

The Committee met at 10 o'clock, A. M.

Present—Messrs. Clay, (Chairman,) Semmes, Foote, Phelan, Maxwell and Boyce.

The CHAIR. I have received a communication from the Secretary of the Navy, which I beg leave to submit.

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CONFEDERATE STATES OF AMERICA,  
NAVY DEPARTMENT,  
Richmond, *January 15th*, 1863. }

Hon. C. C. CLAY,

*Chairman of Committee of Investigation, &c.*

SIR—In compliance with the following resolution, adopted by the Committee over which you preside, on the 29th of September last—*“Resolved, That the Secretary of the Navy be requested to have furnished to the Committee at its next session, copies of all the correspondence on file between the Navy Department and the Messrs. Tift, in relation to the construction of the Mississippi,”*—I have the honor to transmit herewith copies of all the correspondence therein referred to.

With much respect, your obedient servant,

S. R. MALLORY,

*Secretary of the Navy.*

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### LETTERS FROM N. AND A. F. TIFT,

TO THE

SECRETARY OF THE NAVY.

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RICHMOND, *August 26th*, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy.*

The undersigned having submitted the plan of a war vessel, for the defence of our harbors and coast, which has been approved by yourself, and a board of naval officers, to whose judgment you submitted it, we propose to give to the government the use of the invention, and to superintend and direct, as your agents, the construction and completion of one or more such vessels, without pecuniary compensation from

the government for our services, or any other reward than that which every citizen must feel who can, in any way, contribute to the defence of our country.

Should you accept this offer, we would ask the appointment by you of such officers as may be found necessary to co-operate with us in the early and economical construction of the vessel.

Very respectfully, your obedient servants,  
 NELSON TIFT, of Georgia,  
 ASA F. TIFT, of Florida.

CHARLESTON, *September 11th*, 1861.

*My Dear Sir:*

I reached Savannah on Sunday last, and on Monday I visited the principal machine shops, with a view to get proposals to build the engines for your gun boats, if not for the New Orleans ship; but could get only the assurance that the two principal "concerns" would examine the specifications I submitted, and would give me an answer on my return there to-morrow, when I set out for New Orleans; whatever that may be, I will transmit to you by mail.

I have made every inquiry here, and am satisfied that you cannot have built either of the engines wanted, within a reasonable or definite time. I learn all their shops are engaged in making shot, shell, and other minor work; enough at least to employ their whole time, I fear.

I would advise you to get proposals from the Tredegar Works, as I begin to think you will be dependent on them for your gun boat engines at least, though we may be able to procure the boilers for them in New Orleans, if not the engines. If the former can be found ready made, it will facilitate the work very much.

I will write you from Savannah, and forward letter for R. L. M. & Co., as I suggested to you. I hope to be in New Orleans on Sunday next. Brother N. will meet me on the way, or soon follow.

In haste, your friend,

A. F. TIFT.

P. S. May not our government get blankets and other necessaries for our army, per Europe, by the British steamers running direct to St. Thomas, Bermuda, or Nassau.

You will see that we could easily get them into the country with such steamers as we have.

*Hon. S. R. MALLORY, Richmond, Va.*

SAVANNAH, *September 12th*, 1861.

*My Dear Sir:*

I promised to write you on a particular subject from here, which I am obliged to postpone until I reach New Orleans, on account of the lateness of the hour in which I reached here, and then devoting that time to visiting engine and machine shops.

A Mr. A. N. Miller, of this place, assured me that he could build one of the engines for one of your gun boats, in three months, and a Mr. H. F. Willink, (a first rate ship builder,) he says, can build one of the gun boats here in about the same time he requires to build the engine, or less. Mr. Miller intimated, at my suggestion, that they both might contract with you for one gun boat complete, and with the assurance, I have advised them both to visit Richmond, taking with them such evidences of their ability and responsibility to fulfil any contract as would be satisfactory to you, and they might (I thought) rely upon your entering into such a contract with them.

I told him you would hold out a liberal reward for the shortest possible time in which these boats could be built.

Mr. M. named Mr. Alexander Stetson, and other prominent gentlemen of this State as references. I was enabled to get off to Havana (per Charleston) an important letter, making inquiry about powder, arms, and transportation of the same to our shores—a reply to which I shall probably receive in two or three weeks. I leave to-night for New Orleans on a mission of which I hope very soon to send you a favourable report. If Mrs. M. is with you, remember me kindly to her. Let us know the result of your experiments (since we left) upon the iron plates and rail road iron. I wrote you per Charleston, that nothing could be done there in our line.

Your friend,

A. F. TIFT.

*Hon. S. R. MALLORY, Secretary of the Navy.*

NEW ORLEANS, *September 25th, 1861.*

We agree to furnish to N. & A. F. Tift, agents for the Navy Department of the Confederate States, on board of a war vessel to be built by them in the vicinity of New Orleans, complete in every respect, and of the best material and workmanship, all the machinery and its appurtenances which they may deem necessary for the complete arrangement, according to specifications to be furnished by them for a steam war vessel, with steam on and ready for use.

She will have eleven boilers 32 feet long, 42 inches in diameter, 2 return flues, with-mat drum 24 inches in diameter, steam driver 30 inches in diameter, about 41 feet long, with every thing complete as they shall specify.

Three engines, 36 inches in diameter, and two foot stroke shelf valves, three propellers, 11 feet in diameter, with cast (or if wrought iron can be had, to be paid difference,) iron shafts, and everything complete in connection therewith, as they shall specify.

Two doctor engines, and two blowers, and pumps, with every thing complete, as they shall specify, for pumping up boiler bilge and pumps blown for fires, and one for ventilating the vessel; the chimneys to be grated with cast ferns and wrought iron bars, as may be specified. Pipes to be made of copper, sleeves for propelling to be of brass, &c., within 90 days. Said N. & A. F. Tift to pay \$45,000, and if completed within the 90 days, to pay \$5,000 extra, as a bonus.

The sum for the boilers complete, and put ready for fires and steam on the boat, say \$20,000. One half of the balance of the \$25,000, say half of \$25,000, to be paid as it may be wanted for the purchase of materials, and payment of hands, as the work progresses. The bills for material to be furnished to said Tifts, and a pay-roll of hands to be furnished every Saturday night. All the materials and work on said machinery, to be held as the property of said agents for the said Navy Department of the Confederate States, and to be at all times in their possession and control, as a security against the contingency of loss by the government. The materials to be purchased and the work commenced at once, and to be pushed to completion with all the power and energy possible. The boilers to be put up complete in the vessel within 40 days. The engines and propellers to be put in the vessel, and every thing complete within 90 days. The remaining \$12,500 to be paid when complete. The remaining \$5,000 to be paid when the work is done as specified, and within the time specified.

(Signed)

JACKSON & CO.

NEW ORLEANS, *September 28th*, 1861.

*Hon. S. R. MALLORY, Secretary of the Navy :*

We arrived here on the 18th, and have communicated with you as necessity required, by telegraph. We have been constantly engaged every day from morning until night, and when business required it, until late at night.

Our first objects were to secure contracts for the completion of the machinery and the building of the vessel by contract at the earliest possible time, and for a reasonable compensation. Messrs. Leeds, the largest engine building establishment here, proposed as their lowest price \$65,000, and their shortest time four months, to complete the steam machinery on board the vessel. Other parties whom we consulted, either could not make the machinery on account of other engagements, or would not contract for specific time. The only establishment capable of doing the work and willing to contract for 90 days was Messrs. Jackson & Co., of the Patterson Iron Works, with whom we have made a contract, a copy of which is enclosed, to complete every part of the steam machinery in 90 days for \$45,000, with a bonus of \$5,000 if they came within that time. Our next object was to get a competent engineer, draftsman and machinist, to make the drawings and specifications, and superintend the construction and putting up in the vessel all the machinery. After much trouble on this subject we secured the services of Mr. Brough, who was then appointed by Com. Hollins, first assistant engineer, subject to your approval; after a few days trial, he was placed under our orders and immediately set to work on the drawings.

We will have drawings ready to start the shops at work on Monday morning. You will see that according to the contract, we are to advance money to buy necessary materials, &c. This was the only way in which the contract could be made, and you will observe that all such purchases are to be made in our name, as agents of the Government, and to be held in our possession. Under this agreement we purchased

yesterday 150 tons of pig iron, which will be necessary for the machinery and other castings. It is getting scarce and going up in price. The preliminary contract enclosed, will be superceded by a more specific contract, including details, as soon as we get the necessary information from our engineer. We visited the principal ship yards and invited propositions from the proprietors for the construction of the hull of the vessel. The first whom we saw, Mr. Hughes, after examining the specifications, would not make a proposition for construction, but offered to rent us his yard, and the use in common with him, of a saw mill at \$60 per day; hire to us hands at \$1.75 for common laborers, to \$3 per day for carpenters, and to aid us as he could otherwise. The next party, Messrs. Hyde & Mackey, proposed to undertake the construction of the hull of the vessel at \$125,000, but without being bound to time. The third party, Messrs. Harram & Co., proposed to build for \$147,000 as soon as they could, but without being bound to time. They also offered to rent us ground in the yard to build on at \$60 per month, but without a saw or other conveniences.

All the ship yards are on the West side of the river, opposite to New Orleans, and most of the timber and other materials and machinery is obtained on the East side, and transported across the river.

Whilst the above propositions were being prepared and considered, we exercised the utmost diligence, personally and by messengers, to ascertain when, and upon what terms, and in what time, we could get the lumber and other materials to build for Government. We also examined the river bank to find a suitable place for building on the East side of the river, to avoid as far as possible the delay and cost of transportation. We found such a place as we desired immediately above the corporate line of this city, and within the corporate line of Jefferson city, the property of Mr. Millandon, a copy of whose letter, in answer to ours tendering the use of the property for the construction of the vessel, we send enclosed. We have accepted this liberal proposition. The ground is about one acre between the continuation of a paved street, extending from the city of New Orleans, past this place and the levee, and two or three acres between the levee and river.— Mr. Constructor Pearce commenced the preparation for building here to-day; he arrived with part of his hands yesterday; the tools and three hands who were unavoidably detained arrived to-day.

We have by authority cut through the levee and connected the grounds; rented a convenient office near by at \$10 per month; purchased a portable steam engine of 12 horse power, and saw mill to be complete on the ground next week, with appurtenances, for \$3,200.— Will also have a blacksmith's shop, sheds for carpenters, and to be completed next week. We have purchased about 200 sticks of timber to begin with at from eight to 18 cents per running foot. We shall have all the bids for lumber and timber that we can get for 100 miles around here, on Monday, and close contracts with the best of them. We have had a great variety of bids for lumber and timber sawed, ranging from \$18 to \$75 per M., as per quantity, length and *persen*, and hewed from 18 to 25 cents per running foot.

The best bids we have yet had from large and responsible contractors is \$25 per M. for the whole bill sawed, and 18 cents per running foot for hewed, of such lengths as we may want 12 x 12 inches square.

The first delivered in the basin, the other delivered in the yard. We hope to combine these two bids if we cannot get better ones, so as to get what we want of each kind.

Paymaster Senac has written to you relative to the difficulty he had in getting funds on the Treasury draft for \$75,000, and he has also informed you of our desire to have \$100,000 more sent here soon. We learn that the market price of railroad iron here is \$40 per ton, and this, if we cover with it, should be bought immediately, and be prepared against the time the vessel is in condition to begin its use. The economy and facility with which we can build and fit this vessel, will depend in a great degree upon our always being prepared with money to purchase what may be necessary at the right time, and pay all our contracts promptly.

There is no surer way to pecuniary ruin for governments or individuals, than the discredit and consequent high prices, which are the sure result of a lack of punctuality or deferred payments.

We regret to learn that the credit of the Government is now suffering here from this cause.

Please ask Mr. William Eugene at the navy yard if we can get wrought iron shafts made there, provided we should need them. There may be shafts in the yard which could be altered. If they cannot be made there, can Anderson & Co. make them? We may have to send you an order for spikes from Anderson; if so, please have it filled immediately.

Com. Hollins says he can have the guns for this vessel made here cheaper than they can be made and brought here from Richmond.—They ought to be prepared of the best class as soon as possible.

MONDAY MORNING, *October 1st.*—I learn three hands employed here on Government work have stopped for want of pay. I have mislaid Mr. Millandon's letter for the moment, but will send it hereafter. He gives to the Government the use of the property until the 1st of February next.

Very respectfully, your obedient servants,

N. & A. F. TIFT,  
*Agents Navy Department, C. S. N.*

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NEW ORLEANS, *September 28th, 1861.*

*To Hon. S. R. MALLORY:*

Pearce arrived; machinery engaged; Kirk, contractor for engines. Needs former foreman. Lieut. John H. Dawson, Company E., seventh (7th) regiment Louisiana, Tudor Hall, Virginia, have been ordered here on special duty immediately.

N. TIFT & BROTHER.

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NEW ORLEANS, *September, 1861.*

*To Hon. S. R. MALLORY.*

Arrived to-day; send Pearce immediately; appearances favorable for machinery and building; particulars by mail.

N. & A. F. TIFT, *St. Charles Hotel.*

NEW ORLEANS, *October 8th, 1861.**Hon. S. R. MALLORY:*

Dispatch received; Brough will not suit us, as we have employed Ivens, agent Tredegar works, to superintend whole machinery and put in ship.

N. &amp; A. F. TIFT.

NEW ORLEANS, *October 10th, 1861.**Hon. S. R. MALLORY:*

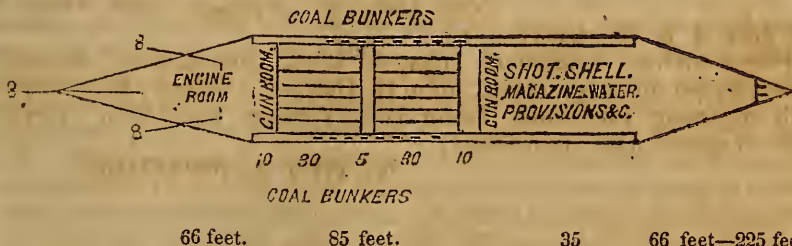
We must build the ship 20 feet longer, to get space for the two lengths of boilers which are necessary to give sufficient fire surface. Pearce agrees with us that the change is indispensable. Please approve.

N. &amp; A. F. TIFT,

NEW ORLEANS, *October 9th, 1861.**Hon. S. R. MALLORY, Richmond, Virginia—*

DEAR SIR: After a full investigation of the subject, in consultation with engineers and builders, we find that we cannot get either the grate surface or the fire surface necessary to make sufficient steam for our engines, from one set of boilers ranged side by side across the vessel.—The largest size boiler we can get is 42 inches in diameter, with two flues. We find it necessary to put in two sets of 8 boilers, each 42 inches in diameter, 30 feet long, and to lengthen the middle section of the vessel 20 feet. This change will give the necessary steam to work the engines to their full capacity by hard firing; which will be about 1,500 horse power. To effect this result, the expense will be increased by the addition of boilers, and furnaces, and materials, and work for the lengthening the vessel.

But the efficiency of the vessel will be greatly increased by her greater steaming power, and she can carry two more heavy guns. The above arrangement of the boilers will allow a line of narrow coal-bunkers, (say five feet wide,) on each side of the boilers. The annexed diagram will give you an idea of the arrangement:



We have been much disappointed for want of a first rate designer, engineer and practical machinist, after proving the incapacity of two, who we believe would have rendered the machinery useless, and the whole scheme abortive, and doing our best to get others who were com-

petent and reliable, we finally employed Mr. E. M. Ivens the agent here for the Tredegar works, and carrying on here, to take charge of the whole matter of machinery, design, draw, superintend the building and putting up complete in the vessel, all the machinery and its appurtenances and connections. He is also to aid in the designing, drawing, and superintendence of all the iron work, rudder, gratings, ports, &c., for which service we agree to give him \$2,000, and allow him to employ such assistant draftsmen as may be necessary to facilitate the work.

He is now at work on the drawings, with two assistants, and we have the relief and satisfaction of knowing that what he does will be done right. We hope you will approve of what we have done. The foundations for the vessel are nearly completed. We are receiving some timber. We have enough engaged, and it will come in rapidly next week. The saw mill is nearly ready for operation. Workshops and blacksmith's shops going up. The ship yard is fenced in, and all is going forward as well as could be expected. We have purchased most of the bolt iron that will be necessary, at  $4\frac{1}{2}$  for large, and 5 to  $5\frac{1}{2}$  for small *English refined*. Some common at  $3\frac{1}{2}$  cents. These articles raised in price half a cent the day after we bought them.

We will make a report of financial transactions to Saturday night of this week, and send by next Monday's mail. Com. Hollins left with his gun boats for the lower part of the river yesterday. The ram *Manassas* left to join him to-day. Something will be done to-night we think, in the way of an attack on the enemy's fleet.

Very respectfully, your obedient servants,

N. & A. F. TIFT.

We sent you the following dispatch to-day:

"We must build the ship 20 feet longer, to get space for the two lengths of boilers which are necessary to give sufficient fire surface. Pearce agrees with us that the change is indispensable. Please approve.

N. & A. F. TIFT.

NEW ORLEANS, *October 13th, 1861.*

*Hon. S. R. MALLORY,*

*Secretary of the Navy, Richmond, Virginia:*

We enclose an advertisement by C. B. Beverly, C. S. Marshal, of 11 boat loads of coal, which are to be sold on the 24th inst., by order of District Court, Louisiana, No. 27. We write now simply to give you our opinion, that every pound of coal that has been or may hereafter be seized by the Government authorities here, should be taken and held for the use of the navy, and for those foundries and shops which will be doing Government work, when they cannot get coal elsewhere. The boats contain an average of about 500 tons each, and I think that the Government has seized about 40 boats, which would make an aggregate of say 20,000 tons. It is estimated that the vessels we are building will burn 30 to 40 tons in 24 hours.

You will probably have a fleet of gun boats and transports here within a few months numbering, say 20, which will average a consumption when in service of say 20 tons per day each, or 400 tons per day for



the fleet. In that case you would have in the 40 boat loads, fuel for only 50 days service, to say nothing of the foundries employed on Government work. A sufficient supply of coal seems to us almost as important to the efficiency of the navy as powder. Wood, if it could always be obtained, would be a poor substitute, on account of its comparative great bulk and inefficiency to the wants of the service.

Our opinion is, that the interests of the Government require the immediate appropriation of all this coal, to be secured and reserved for Government uses, and that orders to that effect, from the proper department, should be first telegraphed and then despatched by letters to the proper authorities here.

We suppose that the coal would be appraised either at its value, at the time of its seizure by the Marshal, or at the time it is taken for Government uses, to ascertain the amount of the sequestration, or to protect the rights of any citizen who may claim it, but we can see no good reason for subjecting the Government to the expense of a sale, or to the payment of money by the Government into the hands of its own Marshal, for its own coal, only to receive it back from him *minus* the trouble and expense of the transaction.

MONDAY, October 14th, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: Your letter of the 7th has just been read, and your approval of our course is gratifying to us.

You seem to have misapprehended our communication in relation to Mr. Brough. We employed him without knowing him, because he was in the employ of the Government here under Mr. Loper, first assistant engineer, and he professed to know all that was necessary to be known. We took him upon trial. A few days convinced us that he was not a proper person to entrust with the work, and we told Com. Hollins so, and telegraphed to you that we did not want him. He was under our orders from the 28th of September to the 5th of October, since when we have had no service for him. We would not advise his confirmation as first assistant engineer.

We think we can get what spikes we want made here. It is important to know immediately about our shafting. I do not believe it can be made here. I suppose they can make it at the navy yard with the big hammer. We want 9-inch wrought shafting—cast would be dangerous to the success of the vessel.

We learn that the guns made here are not so good as those made in Richmond; that they have not stood the ordinary tests; are you informed on that subject?

Gen. Twiggs told us last evening that the *rifled* cannon prepared here were a failure, that the range is less than the smooth bore. If this is so, and we have no reason to doubt it, as he stated this to be the result of trial, it is because the *rifle twist is two short* and the *cut too deep*; so that the shot instead of following the track of the rifling, goes straight out across them, and the depth of the groove gives too much "windage." We saw one of these guns, and remarked the apparently short twist and deep groove of the rifling, compared with the guns rifled at the Gosport yard, before we had heard the result of experiments.

Very respectfully,

N. & A. F. TIFT.

NEW ORLEANS, *October 20th*, 1861.*Hon. S. R. MALLORY:*

We must have immediately McPherson, foreman of Gosport navy yard foundry, to cast our propellers; also a smith capable of forging nine (9) inch shafting with a shear hammer, and two (2) good pattern makers.

N. &amp; A. F. TIFT.

NEW ORLEANS, *October 22d*, 1861.*Hon. S. R. MALLORY:*

Can use your shafts for our centre shaft; will send drawing of it to-morrow. Don't fail to send McPherson to mould our propellers, and the others named if possible. Answer.

N. &amp; A. F. TIFT.

NEW ORLEANS, *October 29th*, 1861.*Hon. S. R. MALLORY,**Secretary of the Navy, Richmond, Virginia—*

SIR: We are making tolerable progress in the construction of the vessel, the machinery and boilers. We have been somewhat delayed by want of timber. That is, we have not been able to work as many men as we desired, but we hope to be supplied as fast as we want it after the coming week. We think that the boilers will be completed within two weeks, and will not delay the vessel. The engines will also be done we think in good time. Jackson & Co. who are making our machinery, intend to put up an air furnace, and think they can make our shafting under their steam hammer, which weighs 1,000 pounds. They want to get a man who has had experience in such work. Can you not send such a man from the navy yard at Norfolk or from Richmond? We have not yet got the drawings of the shaftings, but we wish you to reserve the shafts you wrote of, to be used as a last resort. The shafts will be nine (9) inches in diameter. The middle one about fifty (50) feet, and the side shafts about forty (40) feet long each. We have some fears that we are not entirely through with our engineer difficulties. We employed Mr. E. M. Ivens, as we wrote you; he is agent for the Tredegar works here, and professes to be perfectly familiar with all the necessary details of design, drawing, building, and putting up in the vessel of all the machinery, engines, and their connections and appurtenances, boilers and furnaces, steam and water connections, shafts and propellers, designs for rudder and connections, fastenings for iron, &c., all of which he agreed to design, draw, (being allowed assistants,) and to superintend for the sum mentioned, \$2,000. This is a large price, for which we expected extraordinary skill and efficiency, and we believed that the amount would be well expended by an arrangement with Mr. Ivens, which would secure the highest perfection in those parts, upon which so much of her value will depend as a war vessel.

The designs and drawings of the engines are nearly completed, and the work is going on at the shop and foundry. The design seems to be a good one, but there are parts which we are advised are too light for the service required.

We have mentioned this to Mr. Ivens, and he has consented to strengthen the cylinder heads, though he considers it unnecessary, and all the parts right.

The weak parts suggested are—

1st. Piston rods, which are finished  $3\frac{3}{8}$  inches diameter, (the engine is 36 inches diameter, and 30 inches stroke, high pressure.)

2d. Cylinders, thickness of metal  $1\frac{1}{2}$  inches, without ribs around it.

3d. Cylinder heads  $1\frac{3}{4}$  inches middle, and  $1\frac{1}{4}$  inches in flange, without ribs or bars across.

4th. Ribs of piston head  $\frac{3}{4}$  inch thick.

5th. Bed plate not provided for castings between which to drop in the pillow blocks, and the cylinder to be keyed as well as bolted; but calculated to be smooth on top, and depend entirely on the bolts.

6th. Main pillow block bolts 2 inches diameter.

7th. Crank pin 5 inches diameter, 7 inches long.

8th. Excentric, cast iron, without wrought strap.

The piston rods are finished and of the best quality of iron. Four of the cylinder heads are cast, and one of them turned, but it will be a small cost to put the heads aside. All the items from two to eight in the above can be strengthened if necessary and made right. Will you if you please as soon as possible after you get this, consult Messrs. Anderson & Co. or some other reliable authority and telegraph to us, either that "Ivens is right, or Ivens is wrong, strengthen the parts," or such other communication as will enable us to act promptly as you may desire? If Mr. Ivens is right we shall feel greatly relieved upon this subject, and will not interfere with him again, but if he is wrong in any respect which is important, we beg you to send us if possible, a man upon whose practical knowledge and judgment we can rely for all that relates to the machinery and its appurtenances. This department has caused us more trouble and anxiety than all the rest. Mr. Pearce has mentioned Mr. James Warner, chief engineer at the Norfolk navy yard, as a man of experience. If he is such a man as Mr. Williamson, he would be a treasure. We intended to have given you a weekly statement of our expenditures, but for several reasons have found it almost impossible, and determined to give you full monthly statements at the time when Paymaster Senac makes his monthly returns. The following approximate statement in brief will give you an idea of our expenditures for different purposes in advance of the monthly statements, viz:

Paid for rail road T iron and duties, - - - -	\$ 9,610 69
Advanced on contracts for boilers and machinery, - -	16,429 42
Paid for steam saw mill complete, - - - -	3,690 71
Paid for labor and materials, (nearly,) - - - -	29,730 82
Up to 26th inst. last, \$21,269 18, in all, - - - -	51,000 00

We found the above rail road iron in two lots, for one of which we paid \$37.50 per ton, and the other the same price, with the duty (15 cents) added. These lots are new rail road iron and were purchased below the market price; we do not know of another lot that can be purchased

here, but there are in "bond" here, as we learn from a statement which we have obtained from the Custom House, over 20,000 bars of rail road iron, for 14,000 of which, there is no claimant here, and the whole of which it is believed belongs mostly to alien enemies. Can we not get a requisition for such of *this* as we may want, and have it valued so that we shall not need to pay any more money for that article—if we use it for covering the vessel?

We have received the report of the experiment made by Capt. Jones commanding at Jamestown, with 8-inch shot and 9-inch shell, on a target 527 yards distant, covered with railroad iron (T) double and locked by reversal. Capt. Jones is doubtless right in his conclusions; first that flat iron in three layers 1-x 8 inches, is better than rail road iron for covering batteries; second, that the rail road iron was not sufficiently fastened; and we think the experiment was not a satisfactory test, for this reason: if instead of five 8-inch spikes in a bar of 12 feet, there had been 12, or even more, say 24 spikes, and the bars had been well secured at both ends, we think that the effect of the ball on the iron would have been circumscribed to a small space.

If the interstice of the rails could be filled with cement, it would make the cover more solid, and aid in resisting shot. Can we get flat iron, or shall we at once make preparation for covering with rail road T iron?

Very respectfully, your obedient servants,

N. & A. F. TIFT.  
Agents Navy Department.

NEW ORLEANS, November 4th, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy*:

SIR—We submit a rough diagram, showing the *cover-face* of the vessel we are building at an angle of  $30^\circ$  with the horizon, and request you to advise us by telegraph if we may build it on that angle, or at  $36^\circ$  as contemplated by you before we left Richmond. We have a section of it built of boards at the yard by Mr. Pierce, at  $30^\circ$ , with a nine inch gun in position through the port, which shows the muzzle of the gun 19 inches beyond the port sill, 21 inches on a vertical line from the iron cover, and the distance from this point to the lower edge or angle of the cover-face is 3 feet 5 inches.

General Lovell and Commodore Hollins, whom we invited to examine it, expressed their decided opinion in favor of the  $30^\circ$  angle, and that the projection of the muzzle of the gun beyond the port sill was sufficient, and that the angular projection to the lower edge of the cover-face, 3 feet 5 inches from the point marked (on the diagram) on the cover, in a vertical line with the muzzle, is not objectionable.

We, however, submit the question to you for your decision, and beg that you will answer as early as possible by telegraph, as we desire to get out the timber for that part of the structure at once.

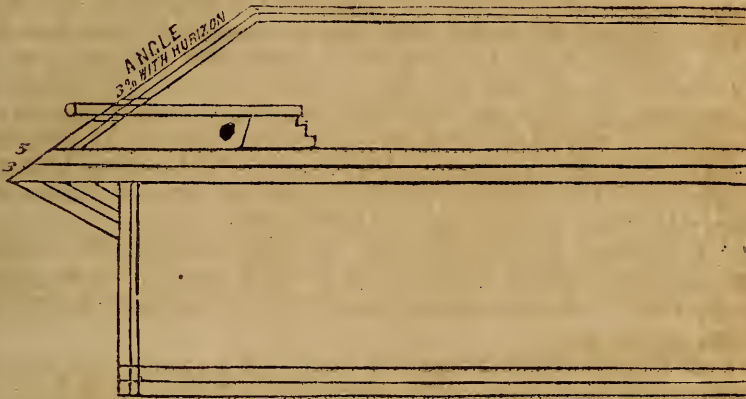
We have just received your telegram, stating that we shall "have to use rail road iron—secure it at once." This we will do immediately, but we had just received a letter from Engineer Williamson, stating that the Tredegar Works was preparing to roll 3 inch plates, and that he thought we would be able to get our casing from them.

Such would be infinitely preferable to rail road iron, and if it is possible to get it within any reasonable time, it would be for your advantage to wait for it.

Everything is going on as well as we could expect, and we hope soon to make an agreeable report.

We will send the drawing for the centre shaft to-morrow, by mail. Could not get it ready before.

Your obedient servants,  
N. & A. F. TIFT.



NEW ORLEANS, *November 4th*, 1861.

Hon. S. R. MALLORY.

Please procure Mr. Memminger's order on superintendent of the mint here for 50 crucibles; they cannot be purchased, and are necessary for our brass work.

N. & A. F. TIFT.

NEW ORLEANS, *November 6th*, 1861.

Hon. S. R. MALLORY:

Telegraph received. Please order Engineer Warner here at once from Pensacola, to examine drawings and work already done. We have strengthened the cylinders and head, and think he will approve all but the piston rods.

N. & A. F. TIFT.

NEW ORLEANS, *November 10th*, 1861.

Hon. S. R. MALLORY:

Dispatch received. Send an Engineer familiar with propellers and propeller machinery. All carpenters here have stopped work, demanding four (4) dollars per day. We await awhile the action of the authorities.

N. & A. F. TIFT.

NEW ORLEANS, November 12th, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy*:

SIR: We wrote you on the 4th instant, and enclosed a rough diagram of a section of the "cover face," at an angle of  $30^{\circ}$  with the horizon, which showed (with the explanations) the 9 inch gun in position.

We submitted our own views and the opinions of General Lovell and Commodore Hollins, favouring the adoption of that angle in preference to that of  $36^{\circ}$ ; of course we leave the question for your determination, as we will not make any change from the original plan of *doubtful advantage*, without your advice or approbation. As we shall soon want the timber for this angular face or side, be pleased to instruct which angle to adopt, that we may suffer no unnecessary delay in the work.

All of our carpenters left us, and (strike) for higher wages, following the example of all the others at the different works, as I advised you by telegraph. We waited three or four days on the assurance that the proprietors of yards and docks, the people or the authorities, would speedily adjust the difficulty; but believing the strike was for an indefinite time, and fearing serious, and perhaps fatal delay, we determined to advance the wages of the best ship carpenters to four (4) dollars per day, and the others to rates corresponding to their skill. We now have a large and superior gang of men, and our work is progressing satisfactorily.

We are somewhat embarrassed for want of a scientific and practical engineer—one who understands thoroughly all about *propellers* and *propeller machinery*, and in whom the department can rely to take the responsibility of the work for this vessel.

We telegraphed for Engineer Warner, as Engineer Williamson informed us that he had had large experience in the construction and arrangement of this kind of machinery. You telegraphed "Warner cannot be sent, will send another." If we can have a complete engineer *at once*, if only for a few days, to examine the drawings and the work already completed, it would facilitate us very much, as we have suspended certain portions of the work (which we feared was not heavy enough) until we can get reliable and responsible advice.

The arrangement of the bearings, &c., through the vessel for the shafts to rest upon, is another important question, which, with the others, could be soon settled by a competent machinist and propeller engineer.

Chief Engineer Williamson wrote us that we could have (from Gosport navy yard) a first rate "loam moulder." I telegraphed him to send him. We need, (and ought to have,) a smith capable of forging 9 inch shafting with a steam hammer. If you can send such a person with such an engineer as we ask for, and the "loam moulder," at once, it will facilitate our work, and be a great saving of *expense* and *time* in our undertaking, besides relieving us from some portion of our present trouble and responsibility.

Very respectfully,

N. &amp; A. F. TIFT.

\* N. B. We retain the *drawing* of our centre shaft to submit to the engineer you will send; we depend on the shaft you have secured for us.

NEW ORLEANS, November 21st, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy.*

SIR: We enclose a drawing furnished by Constructor Pearce, for a capstan to work on bower chains, which we are satisfied is preferable to any other in use. Its simplicity, compactness and power, adapt it especially to the vessel we are building, and request that you will forward the drawing to Constructor Porter, and instruct him to get up one which will work  $1\frac{1}{2}$  and  $1\frac{3}{4}$  chains, the sizes we propose to adopt as most suitable. Mr. Pearce says that Mr. Porter has the pattern of the capstan made for the Richmond, which can be easily altered to suit our size chains.

It is very desirable that you cause to be sent at same time with the capstan, the two bower chains—say 90 fathoms of the above sizes, say  $1\frac{1}{2}$  and  $1\frac{3}{4}$  inches—the anchors, we think, may be obtained here.

We are progressing very well with our structure; to-day we will complete the fourth streak of timber all around, and the next week we will have the sides up to eight feet. We fasten, caulk, paint, and finish perfectly as we advance. We will write you a general letter to-morrow, and forward the promised drawing of our centre shaft.

Very respectfully,

N. & A. F. TIFT.

N. B.—Having received no advice from you in reference to our proposed change of the angle of the cover face, we have adopted the 30 degrees, in lieu of 36 degrees, per original plan, and hope it will receive your approbation.

N. & A. F. T.

NEW ORLEANS, November 27th, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy.*

SIR: The amount of expenditures for all purposes up to the 22d inst., connected with the vessel which we are building under your orders, was \$78,226 73; including advances on machinery and boilers, \$20,470 04; rail road iron \$9,610 69, saw mill, blacksmith's shops, &c. We have contracted with Scofield & Markham, of Atlanta, Georgia, for rolled iron for the cover, to be punched and cut to the dimensions ordered, and fitted with bolts for  $6\frac{1}{4}$  per pound, and 6 cents per pound for such as are not to be punched—bolts at  $12\frac{1}{2}$  cents per pound, or the actual cost to them. They can roll first plates  $1\frac{1}{4}$  thick,  $7\frac{1}{8}$  wide, 20 feet long: 2d—2 thick, 7 wide, 10 feet long: 3d— $3\frac{1}{2}$  thick,  $6\frac{1}{2}$  wide, 7 feet long. We have adopted a plan, which is highly approved by Mr. Pearce, for the cover. We will send you a sketch of the plan of covering and a plan of the vessel as she is being built, within two or three days. The vessel and machinery are both being built as fast as we can urge them forward, and everything now seems to be working well; our greatest fears now are, that we may not be able to get our shafting in time.

We send you enclosed, a drawing of the centre shaft in two parts, which you will please have completed, and forward as early as possible. We send also drawings of the side shafting, which we hope to get here, but if opportunity should offer to get them there, please let us know.

Engineer Warner arrived here yesterday, which gave us great satisfaction. He is giving his attention to the drawings and work in course of construction; we will report fully on this subject soon. Engineer Freeman had reported to us before the arrival of Mr. Warner. The propeller moulder sent here by your order, has arrived, and is at work in the foundry. We have no fears now that our machinery and propellers will be made otherwise than right and effective. We have adopted 30 degrees for the angle of the cover. Are you having the armament of 18 guns prepared for her?

Can you furnish her with *chains*, anchors and tanks from the Gosport navy yard.

Your obedient servants,

N. & A. F. TIFT.

LIST OF BILLS PAID.

1861.			
Sept. 27.	Wood & Low, for Jackson & Co.....	Pig iron.....	4,250 00
Oct. 4.	D. H. Fowler in acc't for Jackson & Co.	Cash advanced.....	2,500 00
" 5.	S. Locke, for Jackson & Co.....	Bill sheet iron.....	1,526 90
" "	J. Mohr's bill.....	Gunwales.....	177 70
" "	L. Hubert.....	Lumber.....	47 05
" "	John Fisher.....	Cartage.....	46 20
" "	Amount of pay roll.....	Labor in yard and on ship.	782 23
" 10.	C. H. Slocum & Co.....	Iron.....	1,168 42
" 11.	Folger & Co.....	Iron.....	358 11
" 12.	W. Wells.....	Timber.....	340 00
" "	Amount of pay-roll.....	Labor.....	1,560 13
" 14.	F. New.....	Gunwales.....	50 00
" "	Fisher & Jager.....	Cartage.....	76 60
" "	Linden & Mohr.....	Gunwales.....	67 50
" "	J. Seilers.....	Lumber.....	223 95
" "	J. D. Bein & Sons.....	Iron and tools.....	1,036 81
" 15.	John Bode.....	Nails.....	34 00
" "	J. O. Foster.....	Nails.....	4 00
" "	John Hughes.....	Rail road iron.....	8,842 20
" "	O. J. Noyes.....	Travelling caps.....	38 95
" "	O. J. Noyes.....	Office furniture.....	72 95
" "	A. F. Tift.....	Expenses.....	265 06
" "	N. Tift.....	Expenses.....	268 71
" "	J. Brough.....	Services as ass't engineer.	34 25
" "	C. H. Craling.....	Gunwales.....	65 25
" "	J. H. Holden & Co.....	Oakum.....	455 15
" "	Custom House.....	Duty on rail road iron...	768 49
" 18.	Wm. Wells.....	Timber.....	1,880 34
" "	C. F. Noyes.....	Travelling expenses....	12 80
" 19.	Stark, Stauffert & Co.....	Iron, &c.....	2,771 81
" "	J. F. Bann.....	Drawing.....	96 50
" "	M. Geis.....	Sundries.....	39 30
" 19.	Barbot & Warner, for Jackson & Co...	Coal.....	900 00
" "	Amount of pay-roll.....	Labor.....	2,704 74
" 20.	E. M. Ivens.....	Engine and saw mill....	3,690 71
" "	J. R. Pike.....	Lumber.....	742 92
" "	J. D. Bein's & Sons, for Jackson & Co.	Files, &c.....	349 16
" "	Stark, Stauffert & Co., for Jackson & Co.	" ".....	1,098 62
" "	J. C. Hubbell.....	Belting.....	197 40
" "	F. Dugan, Jr.....	Brick.....	33 50
" 23.	N. Seiler.....	Lumber.....	23 80
" "	P. Kerber.....	Work on iron.....	40 05
" "	J. E. Hyde & Co., Jackson & Co.....	Iron, &c.....	304 74
" 25.	L. Carbo.....	Lumber.....	237 32
" "	W. Reed.....	Tinwarc.....	16 60
" 26.	Jackson & Co., account Jackson & Co..	Cash advanced, 1,500 00.	1,500 00
" "	D. H. Fowler, " " " " " "	" " " " " "	4,000 00. 4,000 00



"	"	Amount of pay-roll.....	Labor.....	3,150 95
"	28.	N. Mohr.....	Lumber.....	119 00
"	"	F. New.....	Gunwales..... 152 25	
"	"	M. Geiss.....	Locks, &c..... 8 20	160 45
"	"	J. Yager.....	Hauling.....	33,40
"	"	H. Alberman.....	Timber.....	170 00
"	"	J. Seilers.....	Lumber.....	51 00
"	"	J. Fisher.....	Gunwales.....	56 50
"	29.	Lambert & Co.....	Steam pump, &c.....	1,063 25
"	"	G. W. Henderson.....	1 empty coal boat.....	105 00
"	"	E. M. Ivens, Jackson & Co.....	Iron.....	404 62
"	"	Amount of pay-roll.....	Labor.....	2,298 20
Nov.	31.	A. F. Tift.....	Expenses.....	157 50
"	1.	Ch. Raymond.....	Coal, &c.....	22 00
"	2.	W. W. Carrett & Co.....	Lumber.....	1,071 20
"	"	J. F. Brann.....	Drawing, &c.....	107 50
"	"	Giddes, Shakspeare & Co.....	2 shafts, Jackson & Co.,	436 00
"	4.	J. L. Gubernator.....	Timber.....	769 72
"	6.	McManus & McCormick.....	Iron Bolts, &c.....	1,526 02
"	5.	W. J. Poiterent.....	Timber.....	1,700 00
"	6.	Wm. Wells.....	".....	1,833 30
"	7.	W. J. Johnson.....	".....	2,417 40
"	6.	Blomfield & Star.....	Stationery.....	107 05
"	7.	John Hansen.....	Iron, &c.....	372 73
"	8.	W. Thompson.....	Spikes.....	12 60
"	9.	Jackson & Co.....	Pd them on acc't contract.	1,600 00
"	12.	S. M. Todd.....	Paints, &c.....	221 80
"		James Gill.....	Lumber.....	270 90
"		E. M. Ivens.....	Shafting, &c.....	755 00
"		J. L. Gubernator.....	Timber.....	614 66
"	15.	O. J. Noyes.....	Expenses.....	80 70
"	18.	L. Carbo.....	Lumber.....	99 48
"	19.	N. Tift.....	Expenses.....	46 35
"	"	H. Katten.....	Old iron and bolts.....	75 19
"	21.	D. S. Graham.....	Building launch way.....	1,107 94
"	22.	W. D. Dopff & Co.....	Oil, &c.....	536 46
"		Pay-roll, 14th November.....	Labor in yard.....	8,811 77
"		" (part of) to October 31.....	Labor.....	160 17
				\$78,226 73

NEW ORLEANS, December 6th, 1861.

Hon. S. R. MALLORY,

*Secretary of the Navy, Richmond, Virginia:*

SIR: Since our letter of the 29th ult., we have, with the advice and assistance of engineer Warner, settled in a new contract the compensation and time allowed for completing our machinery, covering increased material and labor according to new specifications. The sum allowed is \$65,000, and a bonus of \$5,000 if all is completed, ready for steam by the 30th day of January. This is an increase to the contractors, Jackson & Co., of \$20,000. Of this amount the amount paid by them for extra boiler work, has been \$8,000. They are now to make and put up two furnaces, with fire pots, grater bars, sheet-iron work, and two chimneys, with gratings in each set, instead of one furnace. The three engines, 30 instead of 24 inch stroke, and there is a considerable increase in pipes, connections and extra specifications; you will remember that Messrs. Anderson & Co. of Richmond, and Leeds & Co. of this place, both asked \$65,000 for our machinery, according to the first plan, with 10 boilers, two feet stroke of engines, &c.

After an examination by engineers Warner and Freeman, of the drawings and designs of machinery made by Mr. E. M. Ivens, and an examination of the work in progress at the foundry, they advised us that the general designs were good, that the necessary modifications in the details of the machinery could be made, and that it would facilitate the construction, and thus promote the interest of the Government to continue his services—engineer Freeman proposing to render such assistance as he could.

Believing from the information obtained from Richmond that parts of our engines were defective, we relieved Mr. Ivens from farther duty, when Mr. Freeman reported to us. But acting upon the advice of Messrs. Warner and Freeman, we continued his services, under a written contract, allowing him \$1,600, instead of \$2,000—with a provision that a Government engineer is to aid him. All are now working well and harmoniously. They are bolting through the first eight streaks, caulking, painting, putting on both decks, and will have the last of the boilers in next Tuesday. Mr. Pearce thought that two feet thickness of sides would be sufficient, and three feet from the bow to the quarter. The vessel is admired by all the naval officers and by all who have seen her.

The wages of carpenters is now \$4 per day, and iron materials are continually rising. Two days ago we bought 150 bars of  $1\frac{1}{2}$  inch iron at  $6\frac{1}{2}$  c., to-day it is worth  $7\frac{1}{2}$  c.; bolts 15 c. per lb., &c.

Scofield & Markhan, of Atlanta, Ga., are now rolling our iron under the contract, and say they will be able to furnish us with 150 plates a day.

Our payments for labor and materials and in machinery will now be large, and we think it would be well to send to Paymaster Senac one hundred thousand dollars, so that there shall be no lack of funds to meet our engagements promptly. Our payments since the 22d ult., when our last account was made out, have been about fifteen thousand dollars for materials, and advances on machinery, and we think the pay-roll which Mr. Senac is settling to-day will amount to about \$17,000. A large number of hands have been discharged to-day, and we hope to reduce the item of labor nearer to a fair price in future.

We have received from Mr. Joseph Pearce, constructor, a requisition for the following articles, viz:

1st. 18 guns, completely equipped for war purposes, with ammunition and everything ready for action.

2d. 14 water tanks, to be 6 feet 6 inches across ship; 5 feet fore and aft, and 4 feet 6 inches up and down, square corners, and not bevilled on any side.

3d. One galley, of the size for a first class man of war.

4th. 100 fathoms of chain,  $1\frac{3}{4}$  inches, and 100 do.  $2\frac{1}{4}$  do.

5th. One anchor of 5,000 lbs., and one do. of 3,500 do.

We suppose that you are making the necessary preparations for guns, and will have them ready in time.

We would suggest that when these articles are all ready, the special train employed to take them through would be best, as there is great delay in the ordinary mode of transportation. We hope to have the ship ready for action by the 1st day of February.

The method for covering with iron is with 3 plates of  $1\frac{1}{4}$  inches in each

thick for the upper angle; two lengthwise making joints, and one up and down covering the whole. The lower angle, one plate lengthwise, and one up and down, on the sides between the angle single two plates lengthwise, on the upper deck and the level part fore and aft a single plate  $1\frac{1}{4}$  thick, the knuckle forward of cast iron, and the whole secured as per sketch enclosed. This plan has been adopted after consultation with Mr. Pearce and Mr. Warner, as the best and simplest that can be made under all the circumstances.

We send you a proposition from Mr. E. M. Ivens and John Clark, to furnish the machinery for two rams, or gunboats, for \$36,000—complete within 45 days.

This proposition was suggested by your advertisement. If you desire it, we can build the rams for you, at our present yard, and think we could get them ready by the time the present vessel is done, say the 1st February, according to enclosed sketch.

You will observe by the copy of the proposition enclosed, that they desire you to telegraph an answer, so that they can make immediate preparation if you accept.

Very respectfully, your obedient servants,

N. & A. F. TIFT,

*Agents Navy Department, C. S. N.*

*Copy of Gunnison & Raoul's Proposals for Building Gun Carriages.*

Messrs. N. & A. F. TIFT,

*Agents for Confederate States.*

GENTLEMEN: We will make the 16 gun carriages for 9 inch shell guns for your boat, complete, according to drawing, for three hundred dollars each, delivered—and obligate ourselves to complete, and deliver them within three weeks from receipt of order. Will also make the two larger carriages, at a price in proportion to the above, not now knowing the dimensions—and deliver them within the same time.

A. N. GUNNISON,  
G. T. RAOUL.

P. S. When making the above estimate, the 4 long bolts to each, spoken of by Mr. Pearce, were overlooked, but will make them also at customary price for such bolts.

A. N. GUNNISON,  
G. T. RAOUL.

*Copy of E. M. Ivens' and John Clark's Proposal for Building Machinery and Boilers for two Steam Rams or Gunboats.*

Messrs. N. & A. F. TIFT—

GENTLEMEN: We hereby propose to deliver, and put in successful operation, within forty-five days from date of contract, machinery, for the successful working of two steam rams, or gunboats, as follows:

One—to have direct acting, high pressure square engine,  $26\frac{1}{2}$  inch

cylinders, 24 inch stroke, with steam and cut off valves, and link motion, wrought iron shafts, two propellers, each 8 feet diameter. Together with doctor, and fan engine, 4 double flue boilers, 42 in. diameter, 32 feet long, with wrought iron heads, breaching, chimney, &c., making in all a complete and perfect set of propeller's machinery, and to be in effective operation in forty days from date of contract.

Boat No. 2. To have boilers, doctor engine, &c., the same as above, and with only this difference—that the engine is to be a horizontal, high pressure engine, of 30 in. diameter, cylinders, and 6 feet stroke, with propellers geared to revolve  $2\frac{1}{2}$  to 3 times to *one* of engine. To be of same size as former, (8 feet diameter,) the shafts for this to be of wrought iron, if they can be procured in time. The entire machinery to be delivered, and in successful operation, in say forty-five days from date of contract, for this second boat, provided there is no delay in getting the vessel ready for the machinery, in either of these cases, for the sum of thirty-six thousand dollars, in full for machinery, for both boats \$36,000, as follows: Twelve thousand dollars when the boilers are ready for delivery, and twelve thousand dollars when the engines are ready for delivery, and six thousand dollars when the first boat is ready for steam, and six thousand dollars on completion of the contract.

E. M. IVENS,  
JOHN CLARK.

P. S. The machinery entire we have on hand, and can have it ready for delivery in ten days. The boilers we will have to buy, and as there is only a very limited supply here, I would ask you to get Mr. Mallory to reply by telegraph, if he thinks proper to accept this proposition. We have secured the preference on some of the boilers for a few days. Do not fail to reply at the earliest moment.

E. M. I.

NEW ORLEANS, *December 26th*, 1861.

Hon. S. R. MALLORY, *Secretary of the Navy*.

SIR: In our general letter of the 6th inst., we made an error in the size of anchors and chains wanted, which were 100 fathoms,  $2\frac{1}{4}$  inch chains, 100 fathoms  $1\frac{3}{4}$  inch chain, one anchor 5,000 lbs., and one ditto 3,500 lbs.; in lieu of which please send 2 chains, 90 fathom each, one  $1\frac{3}{4}$  inch, and one  $1\frac{1}{2}$  inch; 2 bower anchors, one 4,500 lbs., and one 3,500 lbs.

Be pleased to advise constructor Porter, as soon as possible, that the capstan ordered will be made to work these two sizes of chain advantageously. It is important that the capstan, chains and anchors, and water tanks, (as described,) should be sent forward as soon as possible.

We commence to-day laying down the gun deck, and with the large amount of material already fitted, we shall make rapid progress until the structure is completed.

If you decide to give us the descretion to build one or two of the gun boats suggested in a former letter, you may rest assured that we can do it in much less time and cost that they can be built at any other place, and in our opinion by any other parties.

We shall have a large amount of material on hand after completing the present work, which could be used advantageously in a smaller vessel, besides all the valuable facilities, machinery, shops, &c. which belong to the Government.

Paymaster Senac informs us that he has received lately \$100,000, but has not been advised whether it is for us or not; we presume it is. Please inform him.

We have a considerable quantity of our rolled iron now on the way from Atlanta, and think we shall suffer no delay for want of it.

Very respectfully,

N. & A. F. TIFT.

The writer called on the proprietors of the Atlanta Iron Works, and was informed that they could not *now* make the "boiler plate."

A. F. T.

N. B. Please have one shaft completed and sent out as soon as possible, as we shall be ready for it.

As soon as we can complete a model, will forward it as requested by you. The promised drawing will go forward in a day or two.

NEW ORLEANS, *January 7th, 1861.*

Hon. S. R. MALLORY, *Secretary of Navy.*

SIR: We have arranged for two (2) boat and stern guns, and send fully drawings to-day.

N. & A. F. TIFT.

NEW ORLEANS, *January 16th, 1862.*

Hon. S. R. MALLORY, *Secretary of Navy.*

SIR: We have examined the Star of the West. She is in good order, and is now occupied as a receiving, recruiting, and hospital ship, and would be valuable as a transport, we would not advise the alteration, on account of the expense and difficulty of protecting the machinery. Commodore Hollins, concur in the opinion.

N. & A. F. TIFT.

NEW ORLEANS, *January 18th, 1862.*

Hon. S. R. MALLORY, *Secretary of Navy.*

SIR: Dispatch received; see ours advising against alteration, and command us.

N. & A. F. TIFT.

NEW ORLEANS, *January 25th, 1862.*

Hon. S. R. MALLORY, *Secretary of Navy.*

SIR: Your letter of the eighteenth (18) received; funds sent Senac not received; please send immediately. We have made two important

contracts, and received twenty thousand (20,000) dollars additional for this purchase at once. We write to-day.

N. & A. F. TIFT.

NEW ORLEANS, *January 29th*, 1862.

Hon. S. R. MALLORY, *Secretary of Navy*.

SIR: Senac has not received the money—we are much in need of it.

N. & A. F. TIFT:

NEW ORLEANS, *January 10th*, 1862.

Hon. S. R. MALLORY, *Secretary of Navy*.

SIR: We had arranged the plan of the vessel for a single forward and one aft, but on the receipt of your letter of the 19th ult., we commenced drawings and experiments, which resulted in the adoption of the two bow, and two stern guns, as you desired; thus making her capacity twenty guns. This was effected by moving the bow and stern fires ten feet towards the centre, and moving the quarter guns four feet in the same direction. Commodore Hollins and Capt. Mitchell think that there will be room enough to work the guns without difficulty.

In the course of our experiments, we found that the ports, which we had determined upon, deck to port side 2'—those to top 2' 2"—would be too low. We consequently increase the perpendicular heights of the ports to five feet from deck, viz: 2' from deck to port sill, and 3' clear to top of port. The gun carriages should be constructed with reference to these facts, as we have ordered the iron, and they cannot be altered without delay and expense. We can give a 10-inch gun on a carriage 3' 1" from deck to centre of trunnion an elevation of about (9°) nine degrees. We have not heard from you relative to the proposition forwarded to make carriages here.

We send you herewith a plan of the vessel, as she will appear when completed, as nearly as we can.

We have not finished the plan of the pilot-house, and there may be minor alterations. The port doors are hung on a bolt, which is drilled into the upper edge and into the port frame, so that it does not show outside. The door is to be opened from the inside, with levers fastened to the door, or by hydraulic jacks, or some equivalent contrivance, which must be tested by experiments.

The plan sent is rather hastily drawn, and does not show all the interior arrangements, nor the bolts outside, &c. The cover and gun deck are now going up, and the wood work will be in advance of the machinery. We have been in much trouble about the side shafts. Mr. Clark, of this place, has agreed to make them; and we hope will have them done early in February. The machinery will we think be behind the time specified, February 1st.

Our expenditures to January 7th, were	-	-	\$173,988 40
Balance on hand,	-	-	1,011 60
			<hr/>
			175,000 00
Amount received by paymaster,			<u>175,000 00</u>

390,325 lbs. of iron plates have been shipped to us by Schofield & Markham, from Atlanta, for which they have drawn on us for	\$23,677 67
Also, for iron for bolts,	5,377 68
	<hr/>
Included in above expenditure,	\$29,055 35
	5,377 68
	<hr/>
Balance due them,	<u>\$23,677 67</u>

They wrote that they have erected new drills, which they will work day and night, and will deliver 20 tons of drilled iron per day.

We doubt whether any vessel has been more generally approved than the one we are now building for you.

Very respectfully, your obedient servants,

N. & A. F. TIFT.

[ Copy. ]

NEW ORLEANS, *January 24th*, 1862.

This agreement entered into this day, between E. M. Ivens and John Clark of the one part, and N. & A. F. Tift, agents of the Navy Department of the Confederate States of the other part, witnesseth; that the said Ivens and Clark, agree to furnish and put up complete, on board of two steam gun boats, which are to be built by the said N. & A. F. Tift, agents as aforesaid, two sets of steam propeller machinery, one in each boat complete, with appurtenances and steam on ready for successful operation, viz: one set of machinery for the first boat, engine, cylinder 26½ in. diameter, 24 inch stroke, direct acting square engine, with two propellers, 8 feet each, shafts of wrought iron, 19½ feet long, 6 inches diameter, with link motion, cut-off valve and other appurtenances complete. Cylinder to be covered with felt and wood. Boilers—four boilers, to be 42 inches diameter, 26 feet long, with two return flues 15½ inches diameter, with steam and mud drums, two safety valves, with all necessary check valves, steam exhaust, blow off, feed and other necessary pipes, 3 guage cocks to each boiler, and one steam guage for each boat. Steam pipes to be of copper or wrought iron, and covered with felt, or some other non-conducting material. Portable engine and boiler, one for each boat, now selected in E. M. Ivens' store, of sufficient capacity to drive two fans, and work one pump for pumping out boilers, for which purposes it is to be arranged and connected. Doctor engine, to be of sufficient capacity to supply the boilers readily, and arranged so as to be used for a bilge pump, or fire engine. Bilge pumps—one bilge pump, to be furnished and to be worked from the main or the fore engine, and to be used alternately for bilge or pumping out boilers. Fans—one four foot fan, to be furnished for blowing the fires, and one for ventilating the vessel, to be attached to the portable engine by proper bonds, or other arrangement for working, and to have such connecting pipes as to take the air from the forward part of the boat, and pass it from over under the fires, and the other into the fire or engine room. Furnace, sheet iron work, chimney, &c.

The boilers are to be put up in a good and substantial manner, and well secured, to prevent them from being moved by a shock of the boat when used as a ram. The fire front, grate bars, sheet iron work, breeching, chimney, brick work for furnaces, covering boilers, &c., to be done in a good and substantial manner, fire room floor. The fire room floor to be covered with cast iron plates,  $\frac{1}{2}$  inch thick, say 5 or 6 feet wide. Heater—one heater, with necessary connections and pipes for heating the water fed to the boilers. Exhaust—the exhaust steam to be turned into the chimneys, if so ordered by said N. & A. F. Tift.

This first set of machinery, with all the necessary appurtenances to make it effective as a good set of propeller machinery, is to be ready to put in the boat as soon as notified by said N. & A. F. Tift, that the boat is ready to receive it, and then to be put in complete within 30 days, unless delayed by said N. & A. F. Tift.

The second set of machinery for the second boat. Engine, to be a horizontal engine, 30 inch cylinder—feet stroke and geared, so as to revolve the propeller three times to one of the engines, to have poppet valves and hook motion worked by one executive, with all the necessary appurtenances and connections—to be one propeller instead of two boilers—to have 4 boilers 30 feet long, 42 in. diameter, with return flues 15 $\frac{1}{2}$  inches diameter—new boilers. In all other respects this set of propeller machinery to be similar to that described in the first set. Pipes, connections, portable engine, doctor engine, fans, pumps, furnace, chimney, &c., complete.

This second set of machinery to be put up complete in the second boat within 30 days, after said N. & A. F. Tift shall give notice to said Ivens and Clark that the boat is ready to receive it, unless said Ivens and Clark shall be delayed by the said N. & A. F. Tift; and if they should be delayed in putting in the machinery by said N. & A. F. Tift, a reasonable time shall be allowed for such delay.

In consideration of the above stipulations and agreement, the said N. & A. F. Tift, agents as aforesaid, agree or cause to be paid by the Government, the sum of forty-one thousand dollars, as follows, viz: Thirteen thousand dollars when the boilers are all finished and ready for delivery, or within the next two weeks, if the boilers are ready in the meantime. Thirteen thousand dollars when the engines are complete and ready for delivery. Seven thousand dollars when the machinery is put in the first boat complete, with steam on ready for successful operation; and eight thousand dollars when the machinery is put in the second boat, complete, with steam on and ready for successful operation.

Signed by

E. M. IVENS,  
JAMES CLARK,  
N. & A. F. TIFT,

*Agents of the Navy Department, C. S.*

We have not time this evening to make you a plain copy.



NEW ORLEANS, *January 25th*, 1862.

Hon. S. R. MALLORY, *Secretary of the Navy.*

SIR: We received your letter of January 18th. We also received a telegram from Mr. Minor yesterday, informing us that *all* the gun carriages must be made here, and all the guns, except the four 7-inch rifles, which you are having made for us. There will be no difficulty about getting the carriages made. Mr. Ray, who is in charge of Government hands at the Custom House shops, says he can make them for us. We fear we shall have difficulty about getting good guns cast here, but will do our best, and inform you of the result.

We have not yet heard from the anchors, chains and capstan, which have been sent from Norfolk. We write to Capt. Buchanan the spaces allotted to water tanks. We wrote some time ago the size tanks we wanted, but we suppose he has other sizes which he wishes to fit to the space.

The funds which you have ordered to Paymaster Senac, referred to in your letter, have not been received by him. It is very important that he should be placed in funds immediately. Our plate iron and bolts from Atlanta is now coming forward rapidly. We have drawn on Paymaster Senac for about thirty-seven thousand dollars to pay for iron, labor, hauling, &c., and we have a draft arrived to-day, for plate iron, for fifteen thousand and odd dollars, which we must meet in the same way, and which he must pay from other funds than ours.

You will perceive that the present deficit in our funds to meet payments to this time, is over fifty thousand dollars. We think it would be prudent to send two hundred thousand dollars as soon as possible. It will take the half of it or more to pay for the plate iron, which will all be ready within a short time.

We have made contract for two complete sets of propeller machinery for two gun boats, the same as that submitted to you with an increase of machinery, portable boilers and engines, blowing and ventilating fans, &c., the whole complete in operation on board the boats, for \$41,000. We enclose you a copy of the contract—the materials for such parts of this machinery as the parties will have to purchase, not having them on hand, viz: sheet iron, one set of boilers, pipes and connections, and have advanced in price since their first offer, and this with the additional machinery required is the reason for the increased price. We have also made contract for the timber sufficient for building two boats, the delivery of which will commence next week. We shall contract immediately for the bolt iron, and shall be ready to commence the construction with all, or nearly all the material on hand, and will complete them very soon, we think within 60 days.

We shall need within a few days to make the first payment on machinery \$13,000; timber, lumber, bolts, and other materials \$15,000, and we think it would be well for you to place one hundred thousand dollars in Paymaster Senac's hands, to be applied as needful for these two boats.

It is of the first importance to the interest of the Government, in facilitating and economising the work, that the money should always be on hand, to meet every engagement promptly at the time stipulated.

Indeed it would be ruinous to our reputation as your agents here, and

to the interests in our charge, if we fail to meet engagements punctually. If the fund for these new contracts cannot be sent here in time to meet the first payments due, we hope you will telegraph to Paymaster Senac to pay to our order such sum as may be necessary for that purpose, from some other funds in his hands.

We send you a rough sketch of the gun boat designed for the first set of machinery. This will give only a general idea of the vessels, which may be varied as circumstances may require. We will perfect the plan within a few days, and will then send you a drawing of it.

We are making efforts which we hope will result in raising and repairing the Confederate steamer "Tuscarora," which was burned up the river. We think it can be done with a comparatively small cost.

Very respectfully, your obedient servants,

N. & A. F. TIFT.

NEW ORLEANS, *January 29th*, 1862.

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: On the 25th inst., we telegraphed to you our immediate necessities for money, and wrote you the same day by express, informing you that the money you advised us of having sent to Paymaster Senac, had not been received, and that our engagements rendered it necessary that we should be placed in funds as early as possible.

We advised you also that we had contracted with parties to furnish two sets of engines and boilers complete for the two other boats we had undertaken to build, and that we would be obliged to pay on that account near \$20,000 before the 4th of February. We have closed a contract also for all the timber required for the construction of the two boats, and which is already arriving, and must be paid for on delivery on each railroad train load.

By making all of our transactions for cash, we save to the Government from 25 to 75 per cent; in fact the great bulk of our purchases would not be made on any other terms. We have overdrawn the \$175,000 received by Paymaster Senac, for our credit \$36,000, which he has paid us out of funds he held for other accounts, and which we must of course replace within a short time.

Besides that, and the before mentioned sums, we shall be obliged to pay on the 1st of the month, (February,) for iron plates, labor and mechanics, advances to machinists, bills for iron, and for the new gun boats, about \$33,000.

We have received already 616,098 pounds of our iron plating, and 20,000 pounds bolts and nuts for fastening it, which cost in Atlanta \$44,504 59, which sum, besides the cost of transportation to this place is paid for and included in the foregoing estimates. So when we receive the \$100,000 advised of, we shall have left but about \$18,000 after paying Mr. Senac's advances, and other cash obligations. We would advise that you send as soon as possible another \$100,000, to prevent a possibility of any delay in our work. We just telegraphed you, "Senac has not received the money, we are much in need of it."

The river is rising rapidly, and beg you to have one shaft forwarded at once.

Very respectfully,

N. & A. F. TIFT.

Since closing our letter, we are informed by Mr. Senac, that the draft for \$100,000 is received, but as there will be but a small balance after paying requisitions already made, we hope you will make a similar remittance at an early day, or authorize Paymaster Senac to pay any further funds we may need, out of any other he may have.

Respectfully,

N. & A. F. TIFT.

NEW ORLEANS, *February 10th, 1862.*

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: We have just telegraphed to you thus: "Please send as soon as possible, the shaft, tanks, capstan, and chains, and anchors," and we repeat that they should be sent forward at the earliest possible moment; and to insure their early prompt delivery here, we would advise that a special agent be sent with them.

If we had the tanks and capstan, we could put them in their places in the ship at once. We are ready also for the centre shaft, and could put it in this week if we had it. We could then go on and put up our centre engine complete. All the material parts of the three engines will be forwarded to the ship the last of this, or early next week, when we will commence laying down the bed plates and cylinders and putting together the parts as they arrive.

The party who engaged to forge the two quarter shafts, is putting up a furnace and steam hammer, and told us yesterday that he would be ready to commence the work in two weeks, and would require about two weeks to forge and finish them.

In the meantime, the work in the ship is progressing satisfactorily. The gun deck is nearly completed, and over 100 feet of the gun tier is already covered in, and the ports cut.

The iron port frames and port doors are under contract, and well advanced toward completion; and we have about 400 tons of the iron plating at the ship, drilled and ready for use. We shall probably commence in a few days putting it on frame below the water line, up to the angle preparatory to launching, in case it should become necessary before we contemplated.

We annex a statement of our finances, showing that we have overdrawn the whole amount placed in Paymaster Senac's hands for our disbursement \$657 21. We have paid from that fund, however, as you will perceive, \$13,882 34 on account of our contracts for machinery and timber for the other two gun boats.

At our request Paymaster Senac has made a further requisition for \$175,000 for the larger vessel, and \$100,000 for the two small gun boats, which we beg that you will honor. We need a considerable amount of money at once, and while your remittance is in transit, your authorization by *telegraph* to Paymaster Senac to advance such monies as we may require from any other funds, would facilitate very greatly the Government interests in our charge.

Very respectfully,

N. & A. F. TIFT.

*Statement of receipts and disbursements of money by N. & A. F. Tift.*

1862. Jan. 1st, amount expended to date,		\$165,349 51
Feb. " " " " "	\$80,234 28	
" " pay-roll " " "	9,361 57	
" " amount " " "	6,829 55	
	<hr/>	96,425 40
		<hr/>
		\$261,774 91
Paid for account of two other gun boats—		
Ivens & Clark, on account machinery, -	\$13,000 00	
Hammond & Co., on account timber, -	882 30	
	<hr/>	13,882 30
		<hr/>
		\$275,657 21

Amount received by Paymaster Senac for our disbursements.

1861. October 10th, - - - - -	\$ 75,000 00	
December, - - - - -	100,000 00	
January 29th, - - - - -	100,000 00	
	<hr/>	275,000 00
		<hr/>
		\$657 21
Balance overdrawn,		
New Orleans, <i>February 10, 1862.</i>		

NEW ORLEANS, *February 14th, 1862.*

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: We are progressing with our work as fast as possible, and hope very soon to receive the centre shaft from Richmond; which will enable us to complete one engine at least, and have it in working order, before we are compelled, on account of the rapidly rising river, to launch the ship.

We hope to receive the four rifled guns, capstan, &c., at the same time. The chasses and carriages are being made for the former, and all the difficult departments are being constructed to the best advantage. The lower yard, where the ship is building, is covered with water, and the river is still rising, but thus far, is no impediment to the work. We had some fears that the foundation would settle unequally, but it remains intact, and we hope to complete the work without interruption.

Paymaster Senac received notice of your further remittance after we had mailed our letter on that subject; the funds will be here in good time.

We are collecting all of the principal materials for the two other gun boats, and next week we will commence their construction. Their machinery is far advanced, and we are determined to make "short work" of them.

Very respectfully,  
N. & A. F. TIFT.

NEW ORLEANS, *February 15th, 1862.*

Hon. S. R. MALLORY—

SIR: Please telegraph when the shaft and other things will start. Will you send by special train?

N. & A. F. TIFT.

NEW ORLEANS, *February 10th, 1862.*

Hon. S. R. MALLORY—

Please send us soon as possible, shaft, capstan, tanks, chains and anchors.

N. & A. F. TIFT.

NEW ORLEANS, *February 24th, 1862.*

Hon. S. R. MALLORY—

No parties here have received the capstan, or know anything of it; if you cannot send one soon, we had better make it here. No intelligence of the shaft, guns, or chains, and anchors.

N. & A. F. TIFT.

NEW ORLEANS, *March 6th, 1862.*

Hon. S. R. MALLORY—

SIR: We must know the sizes of this chain you are to send, before we can finish capstan; we want  $1\frac{3}{4}$  and  $1\frac{1}{2}$  inch; when may we expect them and the shafts? Tanks arrived to-day.

N. & A. F. TIFT.

NEW ORLEANS, *March 6th, 1862.*

Hon. S. R. MALLORY—

SIR: Found capstan and chains after much trouble. Can you send the anchors?

N. & A. F. TIFT.

NEW ORLEANS, *March 14th, 1862.*

Hon. S. R. MALLORY—

SIR: When may we expect the shaft; we need it now?

N. & A. F. TIFT.

NEW ORLEANS, *February 22d, 1862.*

Hon. S. R. MALLORY—

SIR: We received your telegram of the 18th inst. last night, (the wires having been down for three or four days past.) "Some mistake

about capstan. Capt. Hollins reported for the one we sent on 28th of December; enquire about it, and reply at once." We made this morning every inquiry of the commandant of the station, and other naval officers, and constructor Porter, all of whom state positively that it has not been received here, and that they know nothing about it. When I at once sent the following telegram to the office in reply:

"No parties here have received the capstan, or know anything of it; if you cannot send one soon, we had better make it here. No intelligence of the whereabouts of the centre shaft, guns, or chains, and anchors." It is unfortunate we have not the shaft, as we could put up one of the engines at once. We hope, however, soon to receive all the materials which were to be furnished from Richmond and Gosport.—The work goes on well and satisfactorily in the absence of the above important parts of the structure.

Very respectfully,

N. & A. F. TIFT.

NEW ORLEANS, *March 4th*, 1862.

Hon. S. R. MALLORY—

SIR: We received your dispatch of yesterday's date this morning, stating that you hold Commodore Hollins' receipt for the two chains and the capstan, when we commenced a second investigation and examination, and after much labor we found the capstan stowed away in the laboratory, one of the chains and part of another on a floating battery, and the balance, we learned, had been sent up the river to the "McRae." Commander Mitchell, however, very promptly made all right, and we now have the property in our possession. We telegraph you to-day if you will send the two bower anchors, one 4,500 lbs., and small bower 3,500 lbs., as required on the 26th December last, or must we make out with such as we can find here.

We think you can get two good and complete engines of the three offered me by Ivens & Clark, with new boilers for them, also connections, sheet iron work, &c., complete, and would advise you to authorize us, or other parties, to make the purchase. It is important that they should do every thing complete, and put steam on the boilers. Telegraph soon, as they may be sold to other parties.

Very respectfully,

N. & A. F. TIFT.

N. B. Please give us the earliest information about the shaft.

NEW ORLEANS, *March 21st*, 1862.

Hon. S. R. MALLORY—

SIR: Payment was due Murray the 27th of February, four-sixths (4/6) then completed. Payment should be made at once. Shaft will be in time if sent through without interruption. If machinists redeem their promises ship will be ready for operations in thirty days; every thing else will.

N. & A. F. TIFT.

NEW ORLEANS, *March 22d*, 1862.

Hon. S. R. MALLORY—

SIR: I am going to New Orleans via Mobile. Our iron order will be completed next week. The iron is delayed at Mobile. Please telegraph the President's order to Mobile, commanding such rolling stock of the railroad as may be necessary to take myself and the iron immediately to New Orleans; otherwise the vessel will be delayed.

N. & A. F. TIFT.

NEW ORLEANS, *March 22d*, 1862.

Hon. S. R. MALLORY—

SIR: We can complete the two gun boats in sixty days. Hurry the shaft with special agent; we cannot launch without it. Imprudent to put on more casing till launched. While detained we are helping with men and material to complete the "Louisiana." Her iron is being rapidly put on. Murray says will have steam on in twelve days. Two parties are making the quarter shafts, but will not wait if can get the centre shaft, which must come by express. We answered your telegram of the 17th.

NEW ORLEANS, *March 23d*, 1862.

Hon. S. R. MALLORY—

SIR: Every thing is being done possible until the shaft arrives; can it come by special train?

N. & A. F. TIFT.

NEW ORLEANS, *March 21st*, 1862.

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: Your two telegrams of the 17th were received on the following day, when we transmitted the following dispatch in answer: "Payment was due Murray the 27th of February, four-sixth (4-6) then completed. Payment should be made at once. Shaft will be in time if sent through without interruption. If machinists redeem their promises ship will be ready for operation in thirty days; every thing else will."

Parties have commenced forging our quarter shafts, and we have no doubt of their completion in good time.

The engines are progressing rapidly, and we believe that the whole work will be done within the time stated above. We hope you succeeded in dispatching the centre shaft yesterday, under charge of an influential officer of the government, with authority to employ any means to insure its early arrival here. Two of the guns have arrived, and we are anxiously expecting the others. Our broad-side guns Captain Mitchell is making every effort to have cast as early as possible, and we believe they will be ready.

We are delayed somewhat by the non-receipt of the balance of the iron casing from Atlanta; but Mr. N. Tift is giving his undivided at-

tention to that department. We are short now only about 250 tons, a considerable portion of which is already on the way, and we hope will soon be on the spot.

We have laid nearly all the plating from the "knuckle" angle down, and the balance of the casing we will put on after launching the ship, which will be done as soon as the shaft you furnished from Richmond arrives.

Very respectfully,

N. & A. F. TIFT.

NEW ORLEANS, *March 23d*, 1862.

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: Your telegram of yesterday stating "the shaft leaves on Monday morning, the 24th, complete," &c. is just received, and we hasten to repeat that everything that can be accomplished with men and money towards the early completion of our ship is being done. We have just returned from the shops where our machinery is being built, and found every one doing their best to accomplish that end. It has been impossible to get independent gangs of mechanics to work at night, on account of the pressing demand upon all of them through the day. We have tried and will continue our efforts to procure machinists from other shops to work at night, for in this department alone we need more help. Still we are assured by the machinist that the engines will be ready as soon as we can get the shafts.

We telegraphed you yesterday in answer to yours of the 21st, received yesterday—"can complete the two gun boats in 60 days. Hurry on shaft with special agent. We cannot launch without it. Imprudent to put on more casing till launched. While detained we are helping with men and material to complete the 'Louisiana.' Her iron is being rapidly put on. Murray says will have steam on in twelve days. Two parties are making our quarter shafts, but will not wait for them, if can get the centre shaft, which must come by express."

As the machinery of the "Louisiana" is second hand, and had only to be transferred from another steamer and refitted, we have thought that with our assistance she might be got ready much sooner than she otherwise could be. We have let Murray have carpenters, laborers, and valuable materials from our yard, which will hasten very much the completion of that vessel, without any material detriment to us just now. If we had our centre shaft we could launch and work our whole force in all the departments to advantage. We shall, however, look confidently for its safe arrival here the last of the week—in which case, we will require but few days to put every thing in working condition.

Mr. Clark is working on the two quarter shafts, in which we think he will be successful—and the "Safety Committee" here have engaged Leeds & Co. to make duplicates of them, so we will have the use of the first completed.

The carpenters' and joiners' work on our vessel is about finished; rooms and spaces for officers and men, magazines, shot, shell, and store rooms, ready for use; the chains are in the lockers, capstan finished, tanks in position, &c. Our iron casing from the "knuckle" angle down is nearly ready on and fastened, off; but as we are not certain of



the security of our foundation, and as the ship itself is very heavy, aside from the great weight of her engines, boilers, and the plating already on, we deem it imprudent to put on any more of it until the vessel is safely launched. We can then finish the entire iron casing in about one week, while the battery is being secured, and other final preparations are going on.

Your letter of the 11th was received by us on the 20th inst., and in reply state, that Commander Mitchell was yesterday in treaty for the purchase of the engines alluded to; if he does not secure them, we will purchase two, (as we suggested in a former letter,) if complete in all respects as represented.

We learned last week through a secret agent we employed to visit the country and report any machinery that might be useful to the Department in constructing gun boats, that he had found two elegant propeller engines, with boiler, shafts, connections, &c., complete, one of which could be purchased at once; and the other, providing we could furnish a suitable and sufficient engine to do the work of the plantation. We immediately purchased one of the engines complete with shaftings, &c., at a price which will not exceed \$5,000, and we have dispatched the agent to negotiate for the other, at any price (in reason) and close it.

We now learn that these were the U. S. St. McLaenas' engines, and that their power is between 4 and 500 horses.

If we are successful in getting the second engine, we will build a first rate man of war, adapted to that power, of which we will advise you further hereafter.

Mr. Nelson Tift has been at Atlanta the past two weeks superintending the cutting and fitting our iron casing to patterns, and is now on his way here urging its early transportation. We are short about 200 tons, most of which we think is on its way by railroad.

We will write you soon with reference to parties here putting up a rolling mill.

We are collecting our materials for the two gun boats, and we expect to commence them this week, and complete them within sixty days. We have had the greatest difficulty in procuring fastenings and every other description of iron, but now we are well provided for the work we have undertaken.

Very respectfully,

N. & A. F. TIFT.

MONTGOMERY, ALA., *March 25th*, 1862.

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: I telegraphed to you from this place to-day, as follows: "I am going to Mobile and New Orleans. Our iron order will be completed next week. The iron is detained at Mobile. Please telegraph the President's order to Mobile, to command such rolling stock of the railroad as may be necessary to take myself and the iron immediately to New Orleans, otherwise the vessel will be delayed."

I have been some days in Atlanta completing orders for our iron. It has been a difficult and perplexing job, but I think it is all so arranged now, as to be put on without difficulty. Schofield & Markham think

they can complete the order next week. The bolts will also be finished. The port doors are completed and shipped.

We have until the past few days been sending iron by the upper line of railroads. The operations of the army rendered that route impassible, and we changed the direction, via Mobile. The iron is going forward regularly and without difficulty as far as Mobile, but I learn from the steamboat men, that it does not go forward from Mobile, and that a quantity of it has accumulated on the wharf there. There are parts of the first course, or layer of the iron detained, and we cannot go on without the authority to command the cars and engines necessary to forward it. It is therefore indispensable.

I think we can put the iron all on about the time we can get it all there; if we can arrange to have it come through regularly. I attempted to go to Mobile by railroad, but the rains rendered the road impassible, and I have returned to go by the river. When I left Atlanta the railroad agent told me that our shaft had not passed that place. If it has been detained on the way, will it not be best to send a special agent with authority to find that and other articles that are on the route, and bring them through?

I learned yesterday that several 10-inch Columbiads were being removed from Pensacola. If we fail to get the guns which you have contracted for in New Orleans, can we not get some of them.

Excuse me for saying in conclusion, that for the sake of our cause and country, as well as for yourself, I am gratified that the Senate, in spite of unfounded rumors which were calculated to injure you, had the good judgment to confirm your nomination to the important position which you now hold.

Very respectfully, your obedient servant,

NELSON TIFT.

[ Copy. ]

NEW ORLEANS, *April 1st*, 1862.

MR. JOSEPH PIERCE, *Acting N. C., C. S. N.*—

SIR: We received your communication of the 27th ult., stating that in your opinion, the ship should be launched on account of the fever which you entertain that she may settle on her ways, and you refer to the fact that you had "told us this some thirty days previously." It was early in the month of February that you expressed this opinion to us. We then instructed you to have everything ready to launch, and whenever any appearance of injury or danger to the vessel should occur by settlement or otherwise to launch her immediately, but to keep her on the ways, and push the completion as rapidly as possible until that time.

Our reasons for these instructions were, first: That there was then no appearance of settlement or injury to the vessel. Second: That every day which we could work on her on the ways, would save time as well as money in her completion. We now repeat our former instructions, keep everything ready to launch in the shortest possible time. Launch immediately whenever there is any actual appearance of danger by settlement or otherwise. The rise of the water is a favorable circum-

stance. The soundings show a regular grade from the stern of the ship as follows: 50 feet distance, or about the end of the ways, the depth of the water is 13 feet; at 100 feet distant  $13\frac{1}{2}$  feet; at 150 feet distant 14 feet; 200 feet distant 17 feet; 250 feet distant 18 feet water. As a proper precaution against accident in launching, we wish you to have in readiness two good sized floats, to be properly secured in the quarters. The centre shaft from Richmond will be here to-morrow. We are gratified to hear you say to-day, that in view of this fact, if you had the discretion you would not launch the ship now, but would put in the shaft. Get that in as soon as possible, so as to be able to control the ship by steam after she is launched.

The side shafts will be forged and ready for the lathe on to-morrow, and the other next Sunday, and they will probably both be ready to be put on the ship next week.

Should we be so fortunate as to get them all in before it shall become necessary to launch, we think it will save a month in the completion of the ship.

Very respectfully,

N. & A. F. TIFT.

[ Copy. ]

CITY OF JEFFERSON, *March 27th*, 1862.

SIR: In consequence of the accumulation of the immense weight, I deem it actually necessary to launch the ship. I have told you this some thirty days ago. The shaft holes can be plugged up, and the ship should be launched at once. The interest of the Government demands it. The water is still rising, and I fear the ship will settle on her ways; and if this should be the case we will have trouble to get her off. Again, if she was afloat I would put on the iron, which is not prudent to do now. The foundation is getting softer every day, and I can see no reason why she will not settle.

We must use small docks to get in the propellers.

Very respectfully,

JOSEPH PIERCE.

Messrs. N. & A. F. TIFT.

NEW ORLEANS, *April 5th*, 1862.

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: Learning that a communication has been forwarded to you, which emanated from the "Committee of Safety," censuring our course for not allowing the vessel, which we are building under your orders to be launched, we think it proper to give you a simple statement of facts relative to this subject.

When we laid the foundation of the vessel we doubted the stability of the ground, judging from its appearance, and not only provided a large surface of blocking to guard against settlement, but ways were early prepared and the lower part of the vessel finished, caulked and

painted, &c., so that we might launch on the first appearance of danger, and complete the vessel afloat if necessary.

Some two months ago Mr. Constructor Pierce expressed to us the opinion that the vessel should be launched. After a careful examination, we found that everything remained stable and permanent, and without any appearance of danger. The ways were under the ship and everything ready to launch. We then instructed him to watch her carefully, and at the first appearance of danger by settlement or otherwise, to launch her, but to push the work as rapidly as possible until that time. On the 27th of last month Mr. Pierce wrote to us a letter to the same effect. We then made a careful examination of the condition of the vessel, and of the soundings, and finding no appearance of settlement or injury to the vessel, and the soundings all right, we felt confident that to launch her then would delay the completion of the vessel one month. This opinion was expressed by Mr. John Hughes, ship-builder, to the committee of safety; we repeated our former instructions to Mr. Pierce, a copy of which we send you enclosed, together with the letter of Mr. Pierce.

On the representations of Mr. Pierce and some other persons to the committee of safety, that the vessel was endangered by not being launched—some said by the possibility of the “batture” filling up astern, so that she could not be launched through it, and some that there was no danger from that source but that the “batture” might suddenly sink, &c., we were called upon by a sub-committee upon the subject. We gave them a polite reception, and gave them all the information they asked, together with our reasons for not launching, until there should be some actual appearance of necessity for it. They have reported, we have heard, to the committee of safety; that the vessel should be immediately launched. We have heard that they applied to Commodore Whittle and Gen. Lovell for authority to launch her, and that they referred them to us, as the responsible parties to the Government.

The investigations of the committee we learn have been *ex parte*. Mr. Pierce, Mr. Murray, and other gentlemen have been called upon before them to give their opinion as to the launching, and as to our position and course with regard to it, but they have not asked to hear us on the subject.

The result has been a considerable excitement in the community, and a prejudice in the minds of some who are unacquainted with all the facts.

Our course under these circumstances has been such as we hope will meet your approbation. Our object has been to gain time without endangering the vessel. We have pursued what we believed to be our duty to the Government and the country, without regard to personal considerations. We are devoting all our time to the work, and going steadily and quietly forward in the accomplishment of our undertaking.

The ironing from the “knuckle” below is nearly completed. The stern shaft arrived from Richmond the night of the 3d, and is now in the shop to be coupled and fitted to the propeller, which will probably require three or four days. One of the quarter shafts will be forged to-day, and go into Messrs. Leeds’ shop, and will be finished next week. The other quarter shaft will be done we think, so that they will all be in the ship in two weeks.

The sheet iron work and machinery are going on as fast as we can urge them, and we *hope* to have the vessel ready by the 1st of May.

Knowing your desire to get the "Louisiana" ready as soon as possible, we have done all that we could without interfering with our special duties, to aid them. We have furnished men and materials when necessary. Mr. Constructor Pierce has given most of his time to the "Louisiana" for the past two weeks, and we think they expect to have her ready for service within a week.

Capt. Sinclair arrived here on the 3d, and is much pleased with the vessel.

Should you receive communications from any parties containing charges against us, you will do us a favor by sending us a copy.

Permit us to call your especial attention to the substance of the letter to Mr. Pierce. The sounding referred to was also made by us in presence of Commodore Whittle and Capt. Mitchell.

Very respectfully,

N. & A. F. TIFT,  
Agents N. D., C. S. A.

NEW ORLEANS, *April 9th*, 1862.

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: We received on the 7th inst. your letter of the 31st ult., with the enclosed drawings and specifications for a gun boat, but which we have not had time to examine on account of the great pressure already upon us, but we will give it our earliest leisure.

Our vessel is progressing as fast as possible, as all the means at our command are constantly employed to hasten the early completion of the work. We have offered the party under contract to put up the machinery complete in the boat, a bonus of \$5,000, if he will have steam on and ready for trial on the 25th inst., which he accepted, and assured us everything would be ready. We then offered him \$500 per day for every day he should gain on the completion of the machinery in advance of the above date. We now feel quite confident that we shall have no further trouble in that department.

We have already written to Commodore Whittle that the ship will be ready for her guns on the 23d, and that she will be ready for service on the 1st of next month.

The shaft you sent us is now in the lathe to fit the couplings and propellers on, and we hope to have it in position in 4 or 5 days. One of the quarter shafts is at Leeds & Co., and will be ready about the same time; and the third and last shaft is already half forged, and we expect to have it ready in 9 or 10 days, when we shall launch the vessel, (if there should be no apparent necessity before.) In the meantime we are assorting and numbering the plating preparatory to putting the balance of it on in the shortest possible time—say about 12 or 14 days from this.

Your experience in fitting out the Virginia will give you some idea of the thousand difficulties which we have been obliged to overcome to complete the work we have undertaken. We have not the time nor the desire to recite them now, but enough that we have employed every talent and energy, and feel confident that in a few days more we will

give you a vessel that will be in all respects efficient, and will redeem the fullest expectations of your department.

In consequence of Mr. Pierce's absence for the past two or three weeks from our work with a large portion of our men to the "Louisiana," we have not been able to commence the other two boats, but we have a large quantity of material on hand and in the ship, which will enable us to complete them we think in sixty days from the time we commence—say from the 20th inst.

The machinery is mostly done, so that we shall suffer no delay on that account.

We have been obliged to drive piles in from 2 to 6 feet water for the foundations for the two boats, which has taken a considerable time, but is now completed. We will advise you particularly as the work progresses.

Our iron plating has not all reached here yet, but we expect it every moment. The wrought iron port frames are now being riveted to the plates, and when done, we shall commence at once the finishing stroke of putting on the iron.

Very respectfully,

N. & A. F. TIFT.

N. B. Capt. Sinclair arrived some days ago, and expresses himself much pleased with his ship.

NEW ORLEANS, April 17th, 1862.

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: We are doing all that we can for the early completion of the "Mississippi." The after part of the centre shaft has been put in and the fitting on of the propeller this evening. One of the side shafts came to the yard finished to-day, the other is in Leeds' shop, and will be completed in the course of three or four days.

Our iron is coming forward rapidly, and we learn by telegraph that the last of it will leave Mobile for this place on Saturday.

The work on the machinery is now being carried on by extra force in the ship and at the shops. The port frames are being put in, the iron is all assorted to its place as it arrives. The port doors are fitted and hinged. The chimney, gratings and ventilating openings, which are to serve for sharp-shooters, are nearly completed; also the pilot and wheel-house, and most of the interior arrangements. We think that we can complete the ironing of her by the last of the month, though we may find difficulties which we do not now anticipate, which may delay us beyond that time. We did not intend to launch until the shaft and propellers were all in, unless there should be danger of injury to the vessel from settlement or otherwise; but Capt. Mitchell and Capt. Sinclair, have given us their opinion that the enemy may pass the Forts below and cause the destruction of the vessel, unless we have her in position to be towed up the river, and for this reason advise the launching. Confiding in their judgment on that subject, we have determined to launch to-morrow.

We have a large force at work on a dock that will cover all the pro-

pellers and out-board machinery that will be useful now, and in the future, in case it should be necessary to repair machinery.

The propeller which we have in, will give us control of the vessel; and we have engaged two steamers to guard against accident now, and to tow her off if it should be necessary. We shall be doubtless, somewhat delayed by the launching, but we will make the delay as little as possible.

We have been greatly troubled in several departments of our work, and have labored hard to overcome the difficulties which have been presented. We will not trouble you with details—we have succeeded as well as we could, though not so well as we have desired. We hope still to have the vessel ready for service by the last of the month. She will be ready to receive her guns next week. When shall we get them? The chasses and carriages we learn will be ready.

April 18. We wrote the above last evening. We send by Commodore Hollins, who will leave to-morrow morning. We did not get the vessel off the ways to-day. The preparations for starting her were not sufficient. We will have her off in the morning. We have made arrangements to-day to distribute the machinery in different shops, and *hope* to have it finished next week. Will telegraph to you whenever anything important transpires relative to the Mississippi.

Very respectfully,

N. & A. F. TIFT.

Hon. S. R. MALLORY,

*Secretary of the Navy, Richmond, Virginia.*

The destruction of the C. S. Steamer "Mississippi," at New Orleans by the C. S. Naval authorities, has defeated the purpose for which we have been laboring—the preparation of a war vessel which would give supremacy to the C. S. Navy in the Gulf of Mexico, and in making this final report of our proceedings, we think it proper to give a brief statement of our connection with this vessel.

The object of the peculiar design and structure of the "Mississippi" was to strengthen the weakest point of our defences by making available our pine forests, and other means at our command, for the construction of war vessels, which should be equal to any in the world. When the plan had been approved by yourself, and a board of naval officers, to whom you submitted it, we tendered the invention to the Government, and our personal services to your department for the building of such a vessel without compensation.

Our services were accepted, and on the 5th September, in Richmond, we received your instructions to build the vessel in New Orleans, giving us such discretion as was necessary, and appointing a paymaster, and acting naval constructor to aid us.

We arrived at New Orleans on the 18th of September, and immediately commenced for the work. After a thorough investigation, we found it impossible to get a contractor for the wood work, who would be bound to any specified time on account of procuring materials and men. There was no timber in New Orleans suitable. There was but a small assortment of bolt iron in the city, and the great mass of the

mechanics had enlisted in the army. We could not rent a ship-yard which was suited to our purpose. They were all too small, inconvenient, and being opposite to New Orleans involved the delay and expense of transporting materials across the river. We selected a piece of ground above the city, the property of Mr. Mallondon, which was suited to our purpose. Here we made the best ship-yard in New Orleans, put up a saw-mill, blacksmith shops, sheds for the workmen, &c.

We made large contracts for timber with all the responsible parties we could procure it from by water or railroad, within a hundred miles of the city. We purchased all the suitable iron fastenings which we could get. We made a contract with Messrs. Jackson & Co. of the Patterson foundry for the machinery, to be completed in three (3) months, at \$45,000, and a bonus of \$5,000, if completed within the time. The only competitor was Messrs. Leeds & Co., whose price was \$65,000, and who were unwilling to be bound to complete it in four months time. We could not contract for the necessary wrought iron shafting.

Acting Constructor Pierce arrived from Richmond with twenty carpenters on the 28th September. Other men were employed as fast as we could procure them. The preparation of the ship-yard and the foundation for the vessel were completed; the timber for which we had contracted began to arrive, and the vessel was commenced on the 14th of October.

We found from a careful investigation, with the advice and assistance of engineers, that the power of the machinery first designed was not sufficient to give the necessary speed for an efficient vessel for the purposes intended. On the 4th of October we employed E. M. Ivens to superintend the designs, drawing, and construction of machinery, and putting it up in the ship. The designs were then agreed upon, and drawings were furnished according to the annexed list: Subsequently Chief Engineer Warner, whom you sent to us by our request, approved the plan of the machinery, and aided in the adjustment of the contract. The power of the machinery was increased about fifty per cent, and the price was fixed at \$65,000, and a bonus of \$5,000, if it should be completed on board the vessel within the time agreed upon, the 31st January, 1862.

There was not a furnace and hammer in the Confederacy capable of making our shafting, and the only shaft which could be found suitable was the one you secured and had altered for us in Richmond. We engaged Messrs. Wood & Co., of Nashville, to put up a furnace and hammer, to make the other two shafts; but after considerable delay, they informed us that they could not make them. Mr. John Clarke, who had taken a large contract for making the Armstrong gun for the Government, was preparing to build furnaces, and put up a large hammer for that purpose. We induced him to so change the plans of his furnace and hammer as to make our shafting, and to work day and night until they were done. A hammer-man could not be procured, and Mr. Clarke, without previous experience in that department, undertook to make them himself, and succeeded. As soon as forged, they were put in the shop of Messrs. Leeds & Co., who continued the work on them day and night until they were completed. We found that there was but one establishment in the Confederacy that could roll plate iron



suitable for covering the vessel. That was in Richmond, and could not aid us on account of previous engagements.

We tried to induce other establishments to prepare for and undertake it, without success, and we commenced preparations to cover with railroad iron, but receiving a letter from Messrs. Scofield & Markham, of Atlanta, Ga., stating that they would consider our proposition to change their rolls and make iron plating, one of us went to Atlanta, and on the 14th day of November made a contract for plates to be made and drilled, and bolts to be made for the entire covering of the vessel.

This required about one thousand tons of iron plating, and one hundred and sixty thousand pounds of bolts.

All these leading arrangements were made as early as possible, and with unceasing efforts and unflagging zeal, we supervised and pressed forward the work in every department. It would be impossible to convey a correct idea of the labor performed, and the difficulties encountered during the whole progress of the work. Our nights were chiefly devoted to details of new designs, adapted to this new plan of vessel, and our days to the procurement of men and materials, and the direction and superintendence of the work.

In the department of wood work, or building the vessel, we had great difficulty in the procurement of both mechanics and materials. Notwithstanding the large contracts we had made for timber, we were sometimes, from causes beyond our control, short of the kinds we wanted. After purchasing all the suitable iron for fastening in New Orleans, we purchased in Macon, Ga., Atlanta, Chattanooga, Nashville, Mobile and other places. Our workmen finding their services in great demand "struck" for higher wages; and after some delay we were obliged to comply with their demands, or stop the work. A horde of speculators were at all times on the track of the Government, monopolizing and increasing the price of all necessary materials.

In the machinery department we did all we could to forward the work, by efforts to procure hands, the release of men from military duty, the offer of rewards to extraordinary exertion, the offer to pay extra for any extra expense that might be caused by making extra time, the division of work into other shops when it could be done to facilitate its completion, by co-operating with the proposed efforts of the "committee of safety" to procure hands, the purchase of auxiliary engines, and other articles, which could be procured elsewhere, and thus aid the contractors to fulfil their engagements. Under the authority of your instructions to spare "neither money or men to complete the vessel," we made a written proposition to Messrs. Jackson & Co., to give them a bonus of \$5,000 if they would complete the machinery with steam on according to their contract by the 25th of April, and \$500 a day for every day short of that time. They were confident of their ability to complete the work within that time, and extraordinary efforts were made to do so, but they did not succeed in their undertaking, or realize our hopes and expectations. The iron casing made by Messrs. Scofield & Markham, of Atlanta, was at times delayed for want of coal, and for want of their workmen, who had volunteered in the army. When these deficiencies were supplied they fulfilled their contract in the most prompt and satisfactory manner. We had much trouble in the transportation of this iron, on account of the necessary move-

ments of the army and army supplies. We first received it by way of Memphis and the river, then via Grand Junction by the railroad, and after the occupation of that line by Gen. Johnston, we received via Mobile, Montgomery and Jackson. The Etowa Ga. Works were delayed in making a part of the bolt iron ordered for the casing, for want of hands who had left them for the army.

On the 19th of April the "Mississippi" was launched. The iron below the surface of the gun-deck was put on before launching the vessel. The remaining iron was being rapidly put on, and would have been completed within ten days. The furnace work was completed, the machinery was all on board, and would have been completed in two weeks. The wood work was nearly done. If New Orleans could have been held two weeks longer the ship would have been completed, ready for action, the time occupied in her construction being a little less than seven months. According to the testimony of all naval officers and seafaring men who saw her, the "Mississippi," was the strongest and would have been the most formidable war vessel that has ever been built.

On the 24th of April we were informed by Commodore Whittle that the enemy had passed the Forts below the city, and that immediate preparation must be made to save the vessel, or to destroy her. Capt. Sinclair of the C. S. Navy, and his officers were placed in charge. Their efforts to save her have been the subject of a court of enquiry, and have been approved. We did all that we could to aid them, and had made all the necessary arrangements for the completion of the vessel, in case they had succeeded in towing her up the river. She was burned by order of Capt. Sinclair, to keep her from falling into the hands of the enemy, on the morning of the 25th of April. We were on board of the steamer "Peytona" at the time, and we knew nothing of the order to burn her until we saw her on fire. It is impossible to describe our feelings. We had devoted months of labor and care to her construction, and our hearts were set upon her success, and the prospects of good service which she would do for our country. Our sole consolation was, that we had faithfully, and according to the best of our ability, performed our duty.

We left the city in the "Peytona," in company with Capt. Sinclair and his officers, Paymaster Senac and others, between 12 and 1 o'clock on the 25th, and arrived at Vicksburg on the 27th. Here we were arrested and taken before the Military Governor, Col. Autry, on the authority of a telegram from P. Soule, one of the Provost Marshals of New Orleans, charging us with the burning of the vessel which we had built, Commodore Whittle, Capt. Sinclair, and his officers, those who had given, and those who had executed the order for the destruction of the "Mississippi." Paymaster Senac and others were present and testified to the facts, a copy of which testimony is appended to this report. Notwithstanding the unequivocal testimony of all the witnesses to our innocence, the Governor thought proper to send us in custody to Gov. Pettus, at Jackson, Mississippi. We arrived at Jackson on the 28th, when Gov. Pettus, after examining the testimony, sent us to Richmond, where we reported to you. The course of Mr. Soule is inexplicable to us, except upon the ground of hostility to us as the agents of the Government, and the course of Gov. Autry and Gov. Pettus, we

believe was influenced by false statements, privately made by pretended friends, but real enemies of the Government, who made them doubt our innocence, notwithstanding the unanimous testimony to the facts.

We desire here to record our gratitude for the disinterested friendship and moral courage exhibited by Paymaster Senac on the occasion of our arrest. He met the excitement of the crowd, and the insolence of the officer who arrested us, with the spirit of a brave man and a true friend. We desire also to thank you sir, for the kindness and confidence which you have manifested since our connection with your department; you gave us all the discretion necessary, and every facility which you could for the early completion of the "Mississippi;" and we will add that notwithstanding the difficulties which we encountered, no vessel of equal magnitude and power has ever before been built in the same time, in this or any other country.

We append to this report the proceedings of a meeting of the citizens of Albany, Ga., held on our return to that place; also a letter to the Charleston Mercury, in answer to misstatements which were published in that paper.

With your permission we will also append the copy of a letter from Paymaster Senac, with which you furnished us, and a copy of your own letter to us, written after your investigation of our conduct. Besides the "Mississippi," we had designed two smaller steamers to be constructed on the same plan, had contracted and partly paid for the machinery, which was already constructed, and for considerable part of the materials, and were to have built them, under your directions, as soon as the "Mississippi" was completed. We hoped to have had these two auxiliary vessels completed within sixty days from the time of their commencement.

We desired to append as a part of this report, a statement of the expenditures made for the "Mississippi;" also for the two additional vessels we were preparing to construct, and the amount of valuable materials on hand, but as important data necessary to an accurate statement of the expenditures were left in Albany, Ga., intending to have made our report from that place, at some leisure time, we are obliged to omit for the present that portion of the report; but as it will be forwarded to you at an early day, we ask that it may be attached as a part of the original report.

We will send you at our earliest leisure drawings, and a description of the "Mississippi," which may be of future use to the Government.

Very respectfully, your obedient servants,

N. & A. F. TIFT,

*Savannah, Ga., Aug. 26th, 1862.*

LETTERS FROM THE SECRETARY OF THE NAVY,  
TO MESSRS. N. & A. F. TIFT.

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NELSON TIFT AND ASA TIFT, Esqrs.,  
*Richmond, Va.*—

GENTLEMEN: Your letter of the 26th inst. has been received. If I understand its purport correctly, you propose to give to the government of the Confederate States the use of your invention of the war ship, which has been examined and approved; to proceed at once to construct one vessel or more of this character, with all possible dispatch, at such places as the department may designate; to give your joint time and attention to the work without reward or compensation for your services; and to act throughout, not as contractors, but as the agents of this department; undertaking to make no money, and to receive none directly or indirectly, out of such agency, but to find your reward in the gratuitous rendition of your services to the country.

Such being my understanding of your proposition, I accept your offer with the conviction that an efficient ship, to drive off a blockading fleet, can be constructed on your plan for less money, and in a shorter time than upon any plan hitherto devised, and that in her construction your services, thus patriotically tendered, will be important to the speedy and economical completion of the work.

I will at once detail officers of the Navy to aid you to supervise expenditures, procure materials, and generally to aid you in executing your designs.

For many reasons the vessel must be constructed at New Orleans, and from its peculiar structure it would seem that its completion should not be delayed beyond the 15th of December next.

The specifications and estimates of the ships to be built have been carefully examined and adopted, and herewith I hand you the instructions of the department on the subject.

I am respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
*Richmond, Aug. 28th, 1861.* }

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CONFEDERATE STATES NAVY DEPARTMENT, }  
*Richmond, September 5th, 1861.* }

NELSON TIFT AND ASA F. TIFT, *Richmond, Va.*—

GENTLEMEN: You are entering upon the duty of constructing a war ship upon the plans and specifications, which have, after mature deliber-

ation, with the aid of the judgments of the engineer and constructor of the navy, been determined upon; and I desire in order that you may rightly understand your duties and responsibilities, to place several matters pertaining to them before you.

First—You will regard yourselves not as contractors, for you are to receive neither commission nor reward, directly or indirectly, for all your labors and responsibilities, but, as the agents of this department, to construct this vessel; and you are at liberty to proceed in such manner as your judgment may direct as best for the public interest.

Second—You will not regard yourselves as confined rigidly to the specifications, but will feel at liberty, should you deem it necessary to render the vessel more efficient, to vary them for such purpose and no other; adhering generally to the specifications, and reporting all deviations promptly to the department for its approval.

Third—A constructor and Engineer of the C. S. Navy, will be assigned to aid you in carrying out your views.

Fourth—A Paymaster will be detailed to pay all accounts for construction. These accounts, when approved by you in duplicate, will be presented to the Paymaster, who will pay them.

Fifth—In your engagements with builders it may be well to offer a premium for early completion, and to provide for failure to complete within a specified time.

Sixth—You will keep an account of your personal expenses, incurred in and about the work, which will be paid by the Paymaster.

Seventh—An account of the progress of the work, and expenditures made, will be rendered weekly; and you will be authorized to employ a competent clerk at the rate of \$1,000 per annum, to aid your labors.

The department trusts to your patriotism, judgment and discretion, to produce the ship designed in the shortest time, at the lowest price, and to act in the premises generally as if you were building for yourselves, and had to pay the money out of your own pockets.

I am respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy.*

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[Per Telegraph.]

RICHMOND, *Sept. 19th, 1861.*

ASA F. TIFT, Esq., *St. Charles Hotel, New Orleans—*

Pierce leaves on twenty-first instant with twenty ship-carpenters.

S. R. MALLORY, *Secretary of the Navy.*

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RICHMOND, *Oct. 6th, 1861.*

ASA F. TIFT, Esq., *St. Charles Hotel, New Orleans—*

Yours received. Retain Brough, and advise Hollins.

S. R. MALLORY, *Secretary of the Navy.*

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CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, Oct. 7th, 1861. }

Messrs. A. F. & N. TIFT, *Navy Department,*

*New Orleans—*

GENTLEMEN: Your very satisfactory report was received yesterday. Your course throughout is approved, and you are urged to give all possible dispatch to your work.

Your employment of Mr. Brough is confirmed. It would have been better for you to have employed him by the day or month, at a regular stipend, instead of engaging him as an engineer.

Some embarrassment and delay of the Treasury Department in meeting our requisitions upon it at New Orleans, is inevitable, and results solely from the difficulty of printing Treasury notes as rapidly as public expenditures require, and the department from this cause is several millions behind hand at this time.

If you will candidly advise contractors of this state of things, and of the further fact, that facilities for printing and preparing them are daily increasing, and that we cannot expect to be more than a week behind hand at any time, I am sure their patience will keep pace with their patriotism.

Paymaster Senac's warrants have doubtless all been paid by this time, and I suggest that your most pressing demands might always be paid first, such as wages of operatives, &c.

The enquiries as to shafting are being made, and you will be advised accordingly.

Send your order for spikes if you desire, but if you can get what you want in New Orleans it would be better.

I am respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy.*

Capt. Hollins has been authorized to have the guns for your vessel constructed in New Orleans. The two for the bow and stern, will be of the heaviest character, rifled.

S. R. M.

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RICHMOND, Oct. 12th, 1861.

A. F. TIFT, *St. Charles Hotel, N. Orleans—*

Increased length approved.

S. R. MALLORY, *Secretary of the Navy.*

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[Per Telegraph.]

RICHMOND, Nov. 2d, 1861.

Messrs. N. & A. F. TIFT,

*St. Charles Hotel, New Orleans—*

You will have to use railroad iron; take steps to secure it.

S. R. MALLORY, *Secretary of the Navy.*

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[Per Telegraph.]

RICHMOND, Nov. 5th, 1861.

A. F. & N. TIFT, *St. Charles Hotel, N. Orleans*—

Authority goes by telegram to collector to give you the crucibles.  
S. R. MALLORY, *Secretary of the Navy*.

[Per Telegram.]

RICHMOND, Nov. 5th, 1861.

A. F. & N. TIFT, *St. Charles Hotel, N. Orleans*—

Warren cannot be sent—will send another.  
S. R. MALLORY, *Secretary of the Navy*.

(545)

RICHMOND, Nov. 21st, 1861.

A. F. & N. TIFT, *St. Charles Hotel, N. Orleans*—

Place the roof at the angle you deem best. Warner is on his way to you. Send the plan to make your shafts; make all possible dispatch.  
S. R. MALLORY, *Secretary of the Navy*.

CONFEDERATE STATES, NAVY DEPARTMENT, }  
Richmond, Dec. 20th, 1861. }

Messrs. N. & A. F. TIFT, *New Orleans*—

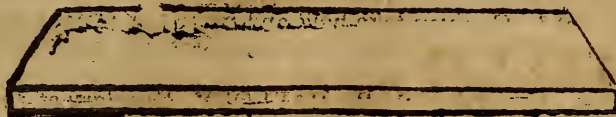
GENTLEMEN: It is the judgment of the naval constructor, and of many judicious naval officers, that the efficacy of the vessel being built by you, will be much increased by sloping the ends of the covering or casemate like the sides, a sketch of which is annexed. In this opinion I entirely coincide and deem it important.

The advantages are, that while the power of the vessel as a ram would in nowise be lessened, she would be able to fight two guns forward and two aft, ranging directly ahead and astern, an advantage of the first moment in chasing or retreating from an enemy. Room will be made also for cutting the anchors, and aft for carrying boats when not in action, when they can be towed.

Less iron, less work, and less time will be required in her construction—the last a consideration of the first moment.

I am, respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy*.



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CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, January 18th, 1862. }

A. F. & N. TIFT, *New Orleans*—

GENTLEMEN: Your letter of the 10th instant, together with the drawings of your ship, reached me yesterday, and I am gratified to learn that the important work in your charge is progressing so well. The four heavy rifled guns, cast expressly for your vessel, weighing each thirteen thousand pounds, are being fitted at the Norfolk yard, and will be forwarded with carriages complete as soon as finished.

A few days will determine whether other gun carriages can be made here, or must be made there. The centre shaft is still in the hands of machinists, and will be forwarded as early as possible.

The anchors, chains and capstan, left Norfolk some time since, and the tanks will be sent, so soon as you shall inform us of the space they are to occupy, and upon which subject the ordnance officer has written to you.

Paymaster Senac, I trust is by this time in funds to pay your expenditure as they have been ordered to him.

You will please state distinctly the size and character of gun-boats which you propose to build. Your letter states your ability to construct one or two, but no reference is made to size. Can you not construct a large vessel clad with iron, like the one you are now building, or similar? It would be well to furnish me with your views as distinctly as possible.

Very respectfully,

S. R. MALLORY, *Secretary of the Navy.*

(81)

[Per Telegram.]

RICHMOND, Jan. —, 1862.

A. F. & N. TIFT, *St. Charles Hotel, N. Orleans*—

Will you undertake to alter the *Star of the West* as you suggest, and how long will it take? Answer at once.

S. R. MALLORY, *Secretary of the Navy.*

(97)

[Per Telegraph.]

RICHMOND, Jan. 15th, 1862.

Messrs. A. F. & N. TIFT,  
*St. Charles Hotel, New Orleans*—

Has not the *Star of the West* a walking beam—and if so, how would you protect it? Can you take hold and make the alterations you suggest? Answer at once. The two gun-boats are approved, and you will go ahead.

S. R. MALLORY, *Secretary of the Navy.*



(207) [Per Telegram.]

RICHMOND, *February 19th, 1862.*A. F. & N. TIFT, *St. Charles Hotel, N. Orleans—*

Some mistake about capstan. Capt. Hollins receipted for the one we sent on the 28th December. Enquire about it, and reply at once.

S. R. MALLORY, *Secretary of the Navy.*

(220) [Per Telegraph.]

RICHMOND, *Feb. 23d, 1862.*

Messrs. A. F. & N. TIFT,  
*St. Charles Hotel, New Orleans—*

Hollins receipted for capstan. If not, then make another at once. Shaft will go as early as possible.

S. R. MALLORY, *Secretary of the Navy.*

(228) [Per Telegraph.]

RICHMOND, *March 1st, 1862.*

Messrs. N. & A. F. TIFT,  
*St. Charles Hotel, New Orleans—*

On the 28th December last the capstan and chains were delivered to Capt. Hollins, and we have his receipt for the same.

S. R. MALLORY, *Secretary of the Navy.*

(320) [Per Telegraph.]

RICHMOND, *March 15th, 1862.*A. F. & N. TIFT, *St. Charles Hotel, N. Orleans—*

The Tredegar Works have disappointed us terribly. The shaft is not ready, and although promised from day to day, may not be ready for a week. If you can supply its place do so immediately—work night and day to get your ship done, without regard to expense:

S. R. MALLORY, *Secretary of the Navy.*

[294]

RICHMOND, *March 11th, 1862.*A. F. & N. TIFT, Esqs., *New Orleans—*

GENTLEMEN: Your letter of the 4th instant has just been received, informing me of the recovery of the capstan and chains. Purchase the anchors you require in New Orleans, if possible. You will immediately consult with Commander Mitchell as to the purchase of the two engines of Messrs. Ivens & Clark, he having been instructed in relation to them. If these engines can be usefully employed to propel iron clad war vessels, we want them, and you will secure them, if Commander Mitchell has not already done so—and in purchasing them provi-

sion must be made to pay a portion of the price in bonds, say one-third, or one-half.

If you can purchase and use these engines, as suggested, you will please advise me as to your ability to commence vessels for them, to be iron covered at once.

I am advised that John Clark & Co. will put up a rolling mill to roll plates for arming ships, if an advance of ten thousand dollars be made; and as this has been authorized, I trust the work may be established.

You will please urge on the completion of the ship you are building with all despatch. Can you not induce night and Sunday work?

The Errickson's contest with the Virginia, (late Merrimac,) showed the former to great advantage. She is diamond shaped, with some sixty feet beam, and a revolving casemate with two two hundred pound guns, is placed amidships, leaving about ten feet on each side. The Virginia's success has been very great. Can we take the hull of any good vessel in New Orleans, and place one of these engines in it, to which I have referred, and make a serviceable iron clad vessel?

Cannot a sharp barge or large schooner be thus changed?

Very respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy.*

(325)

[Per Telegraph.]

RICHMOND, *March 17th, 1862.*

A. F. & N. TIFT, *St. Charles Hotel, New Orleans—*

The shaft will leave in two days. Can I do anything to expedite your ship? Work day and night if possible. How near is she done?

S. R. MALLORY, *Secretary of the Navy.*

(344)

[Per Telegraph.]

RICHMOND, *March 20th, 1862.*

A. F. & N. TIFT, *St. Charles Hotel, New Orleans—*

Nothing from you. Please advise me of progress, and push on your ship and gun boats day and night. Shaft leaves here in two days. Advise me fully.

S. R. MALLORY, *Secretary of the Navy.*

(353)

[Per Telegraph.]

RICHMOND, *March 22d, 1862.*

A. F. & N. TIFT, *St. Charles Hotel, New Orleans—*

The shaft leaves on Monday morning, the 24th, complete; a beautiful piece of work. Strain every nerve to finish ship. Expend money to encourage mechanics if essential to speedy completion. Work day and night.

S. R. MALLORY, *Secretary of the Navy.*

(430) [Per Telegraph.]

RICHMOND, April 3d, 1862.

A. F. & N. TIFT, *St. Charles Hotel, New Orleans*—

Has the shaft arrived, and is it all right?

S. R. MALLORY, *Secretary of the Navy.*

(445) [Per Telegraph.]

RICHMOND, April 5th, 1862.

A. F. & N. TIFT, *St. Charles Hotel, New Orleans*—

Your ship is called the Mississippi. I write by mail. Spare neither men nor money to complete her at the earliest moment. Cannot you hire night gangs for triple wages?

S. R. MALLORY, *Secretary of the Navy.*

(16) [By Telegraph.]

RICHMOND, April 10th, 1862.

A. F. & N. TIFT, *St. Charles Hotel, New Orleans*—

Enemy's boats have passed Island Ten. Work day and night with all the force you can command to get the Mississippi ready; spare neither men nor money.

S. R. MALLORY, *Secretary of the Navy.*

(22)

RICHMOND, April 11th, 1862.

A. F. & N. TIFT, *St. Charles Hotel, New Orleans*—

What is the condition of your ship? When will you launch? and when will she be ready for action?

S. R. MALLORY, *Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, April 11th, 1862. }

*Messrs. A. F. & N. TIFT, New Orleans*—

GENTLEMEN: Your letter of the 5th instant has been received. Your course with regard to the launching of the Mississippi is approved by the Department, and you will exercise your best judgment as to the proper time when it should be done, with a view to her early completion.

It is of vital importance that she should be ready for service at the earliest practicable moment, and I rely upon you to push on the work day and night, sparing neither men nor money.

I am respectfully,

S. R. MALLORY, *Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, May 24th, 1862. }

ASA F. TIFT & COL. NELSON TIFT, *Richmond*—

GENTLEMEN: Deeply regretting the overwhelming necessity which seemed to dictate the destruction of the vessel constructed by you, as the agents of this department, you have the thanks of the department for the patriotic and untiring zeal, energy and industry displayed by you throughout the work.

I am respectfully,  
 S. R. MALLORY, *Secretary of the Navy.*

The CHAIR. I have also received copies of depositions taken upon cross interrogatories propounded, which were handed to me by Judge DUPRE. They are from Gov. Moore, of Louisiana, and Col. T. C. Manning, of the same State.

After some conversation among members in respect to the hour of meeting, which was fixed at 4 P. M., tomorrow evening,—

Mr. FOOTE called for the reading of the documents above referred to, which the CHAIRMAN read as follows:

*Interrogatories propounded to Thos. O. Moore, Governor of the State of Louisiana, and answers to the same.*

TO GOVERNOR MOORE.

1. State the part taken by you as Governor of the State of Louisiana, in urging the completion of the gun boat Mississippi, and whether you offered at any time to aid either the Naval Constructor or the Messrs. Tift, and the nature of the proffered aid.

Gov. M. My first active interposition, of which any record is kept, was on the 26th February, 1862. Several weeks prior to that date I had been aware that the work on the ram Mississippi was not being prosecuted with the vigor and energy that our danger seemed to me to require. Many merchants and business men of New Orleans, and particularly the Committee of Public Safety, had spoken to me of the slow progress of the work, but I had refrained from any interference, except verbal expressions of my dissatisfaction to the Commanding General, (Lovell) who in turn assured me he had nothing to do with the work. At length the excuse was given for this torturing want of vigor, that the work could not proceed faster for want of funds. The Navy Department had not paid its obligations, and in consequence had lost credit. I therefore telegraphed the Treasury Department as follows:

“ NEW ORLEANS, Feb. 26th, 1862.

C. G. MEMMINGER, *Secretary Treasury, Richmond*—

The Navy Department here owes nearly a million. Its credit is stopped. If you wish I will place two millions of dollars on account of the war tax, to the credit of the government, so that the debts can be paid and the works continued.

(Signed) THO. O. MOORE, *Governor.*”

The following answer was received by telegraph:

“ RICHMOND, *March 1st, 1862.*”

Gov. T. O. MOORE—

All the Navy requisitions on the Treasury have been passed, and the treasury has sufficient notes to pay them. Thanks to you for your offer.

(Signed) C. G. MEMMINGER, *Secretary Treasury.*”

I offered to the Tifts to increase the hands at work on the ram. I repeatedly informed Mr. Tift that I would gladly furnish him every aid in my power in advancing the work, and suggested on several occasions an increase of force as indispensable to her early completion. I did this also to the naval commandant of the post. I did not make such offer to the naval constructor, because when he was remonstrated with he answered that he could not interfere with the Tifts, since they had charge of the work. The nature of the aid I proffered was everything—money, workmen, and whatever the resources of Louisiana and the unflagging generosity of its citizens had to give.

2. Did the workmen and carpenters engaged to build the boat ever refuse to work? If so, do you know the cause?

Gov. M. I was informed the workmen and carpenters refused to work because they were not promptly paid; this I do not know of my own knowledge.

3. Did you ever visit the boat? At what time and for what purpose?

Gov. M. I visited the boat several times, once or twice previous to the date of my telegram to the Secretary of the Treasury, and oftener afterwards. My object was to ascertain by personal observation the progress of the work.

4. Did you have any correspondence with Mr. Mallory or with the Secretary of the Treasury in regard to the building of said boat? If so furnish copies of your correspondence.

Gov. M. I had no correspondence with Secretary Mallory on the subject. My only correspondence with the Secretary of the Treasury is already given.

5. Before leaving New Orleans were any orders given by you in relation to the Mississippi? To whom given and the nature of the orders?

Gov. M. I gave no orders before leaving New Orleans in relation to the ram Mississippi. I could not give any concerning a work wholly beyond my control. I received a telegram from Gen. Beauregard, the day of the passage of the forts, concerning the disposition to be made of the ram, and the coin in the vaults of the banks, which I directed my aid-de-camp, Col. Manning, to communicate to the parties having them in charge. The telegram of Gen. Beauregard was necessarily only suggestive, as neither he or myself had any right to order the naval authorities.

6. State all you know about the condition of the raft at the forts; at what time it gave way. When was the second obstruction placed in the river? and when did that give way?

Gov. M. When the first raft was completed, which was in August or September, 1861, I thought it as strong as it was possible to be made. It was built wholly at the expense of the State of Louisiana, and at the suggestion of her authorities; and its cost was \$ . I considered it

of such vital importance that I did not hesitate to expend this amount, though wholly without warrant from the legislature. Nothing could have broken that raft but the extraordinary flood of the Mississippi, which rose to such a height in February, 1862, that it swept every obstruction away. It did not, however, entirely destroy it, and Gen. Lovell very soon brought it back to its moorings, and strengthened it as fully as human labor and ingenuity could. But the waters continued to rise, and the mass of drift wood collected above it, and pressing upon it, finally broke it loose, and the tremendous current drove it in the gulf. Another obstruction was then placed there by Gen. Lovell, consisting of old hulks connected by chains, which gave way in a storm, two weeks or more before the bombardment opened.

7. If you know anything concerning the causes of the delay in the construction and completion of the Mississippi, state them fully, in the same manner as if you were specially interrogated thereupon.

Gov. M. One of the causes of the delay in completing the Mississippi was the insufficient number of hands employed. I had long been sensible of this, but there was no officer of the government who seemed to feel authorized to interpose. I learned in April the excuse given was, that they could not be obtained, and I instantly addressed a letter to the ship-builders, of which the following is an extract: Its date is April 15th—"The great importance of having at once completed the steam ram Mississippi, induces me to call on you to render Mr. Tift, the builder, all the assistance that can be advantageously employed for that purpose. It may be that the ship, completed and fitted in fifteen days, as we hope will be done, may be worth to us as much, and perhaps, more than 50,000 soldiers, as it is believed she could clear the river of the whole U. S. Navy." A large addition of workmen was instantly made, the ship-builders furnishing as many men as the Tifts were willing to receive. The exact number, and other details, can be given by Mr. Hughes, one of the largest ship-builders. My object in urging a great increase of workmen was to enable them to form relays, and keep the work going on night and day, without any intermission.

Another cause of the delay was a failure of the Tifts to comprehend the fact that the city was in danger, although the apprehensions of the passage of the forts by the enemy had arisen almost to terror after the second obstructions had given way below the forts. I did not know, until after the city had fallen, that even if the wood work had been completed, the means were not at hand to put her in fighting condition. I was subsequently informed that at the time the city fell, the plates for the ram were being manufactured at Atlanta, and her guns were scattered along the railroad from Weldon to Jackson, which latter place they did not reach until weeks afterward.

*Interrogatories by the Secretary of the Navy, and Answers to the same.*  
 TO GOVERNOR MOORE.

1. Please state whether you received the letter dated September 18th, 1862, a copy of which is annexed.

(Copy.)

CONFEDERATE STATES OF AMERICA, }  
 NAVY DEPARTMENT, }  
 Richmond, September 18th, 1862. }

*His Excellency T. O. MOORE,*  
*Governor of Louisiana—*

SIR: Several large and small navy vessels are being constructed on the Mississippi, and others will at once be commenced.

Many of the mechanics usually employed at New Orleans and on the river are now serving in the ranks of the army, and as their services would be far more important to the public interests when employed upon these vessels, I respectfully suggest to you the importance of facilitating so far as you can the discharge, or the granting of furloughs to such as may be willing to work upon them.

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

(Signed)

S. R. MALLORY,  
*Secretary of the Navy.*

Gov. M. I do not recollect, and have not my files to refer to, as they are at Alexandria. I am here, (Opelousas,) attending the sitting of the Legislature.

2. Did not the Messrs. Tift call upon you to aid them to have men released from military duty to work on the Mississippi?

Gov. M. Yes; and every man requested by them to be released from military duty was promptly exempted.

3. Did they not do this on several occasions?

Gov. M. No; because it was perfectly understood that the very fact of employment on the ram was sufficient to procure an immediate exemption from me. The only form that I required was a certificate of the Tifts, that the persons were thus employed. They were often exempted by scores on the Tifts producing a list of names whom they wished exempted.

4. Did they ever refuse to accept from you any aid which they could make available in the completion of the ship; if so, state what aid, and when it was?

Gov. M. No, not unqualifiedly; but they said they had enough hands at first, when in my judgment they could have made them available, nor did they yield to my importunate suggestions for the increase of workmen, until public clamor portended violence.

5. When the ship-carpenters of New Orleans struck for higher wages and stopped work, and compelled the carpenters, whom the Messrs. Tifts had procured from Richmond, by threats and the exhibition of force also, to stop work on the Mississippi, did not the Messrs. Tifts appeal to you for protection for their men, that they might continue work on the Mississippi?

Gov. M. Yes; and on the 22d March, 1862, by reference to the Order Book of the Major-General, a detail of men was ordered to report to Mr. Tift for the purpose of protecting his men, and my Adjutant General tells me they did so.

6. If you state that the completion of the Mississippi was delayed from any cause, state from your own knowledge such causes in detail, and whether it was in the power of the Messrs. Tift to have avoided them; and if so, in what manner?

Gov. M. I will state this circumstance to show whether in the judgment of the Tifts themselves, it was in their power to have avoided the delay. They stated in the middle of April that they would have the ram done in three weeks—by the 10th of May at farthest, and consequently according to their declaration only a fortnight's work was wanting for her completion, when the city fell. If they had then accepted the increase of force when I offered it in February and March, this fortnight's work would have been done. It is quite impossible for me to state in detail the causes of the delay. I can state, however, it was in the power of the Tifts to have avoided all causes of delay—for from the moment that it was known that this ram was in progress of construction, both authorities and citizens vied in their zeal for her rapid progress. Nothing could have been asked for that would not have been granted. Interrogate the Tifts, and they cannot truthfully say they ever asked for anything that was not promptly given. The inefficiency of the Navy Department even would have been rendered harmless in New Orleans upon the Tifts applying for what was necessary to the State and city authorities. Not only the authorities, but combinations of citizens made earnest expression of their wishes. The Committee of Public Safety, an organization of the citizens, most prominent in business and social position, made for the purpose of acting as auxiliary to the authorities, addressed a memorial to the President on the condition of the Navy Department in New Orleans, which they requested me to forward by a special messenger to Richmond. I did so, and addressed to his Excellency a letter, with the memorial of the committee, of which this is the concluding paragraph.—“I cannot suppose that your Excellency has been fully apprised of the evils which the memorial presents to your attention and consideration, and I most earnestly recommend it to you. Your Excellency will no doubt appreciate the necessity for immediate action to preserve not only the dignity and credit of the Navy Department, but also to provide such defences as we are in absolute and immediate need of; citizens as well as the incorporated banks are generous in their support of the Government, and I have no fears that their generosity will be abused.

I am, &c.,

THO. O. MOORE, *Governor.*”

The date of this letter is the same as my telegram to the Secretary of the Treasury, viz: February 26th, 1862—and it will be observed that they relate to the whole conduct and management of the Navy Department in New Orleans, the inefficiency and apathy of which was too painful and perilous to permit of any longer silence. A few days afterwards, (March 5th,) the Committee of Public Safety again called on me about the naval defences, when I gave them a copy of Mr. Memminger's telegram. I have no copy of the memorial. If pro-



duced, it will show that long anterior to 26th of February the conduct of the Navy Department was the subject of serious apprehension to the citizens, as well as the authorities, who were thus instigated by their fears to address the President on the subject.

If it were possible I would give in detail my efforts to provoke some interference with a view of hastening the work on the ram. I can only make a general statement, viz: that after repeated conversations with Gen. Lovell, and on being told by him that he had no right to give orders concerning the ram, I urged Commodore Whittle to interfere, and I was subsequently told, but I cannot now say whether by Commodore Whittle or not, that he had proceeded to give orders to ensure the more vigorous prosecution of the work, when the Tifts produced an order from the Secretary of the Navy, forbidding any naval officer from interfering with them in any manner whatever. The Secretary of the Navy best knows whether such a paper was ever signed by him.

In reply to the last part of the interrogatory, I will say that the best manner, and a very efficient one of avoiding or surmounting any and all causes of delay, would have been to reveal the causes to the State and city authorities—to have asked for everything that was needed, and the delay would not have continued long, for great as was my own anxiety about this ship, the zeal of the citizens outstripped my own, and no obstacle would have been insurmountable to their combined wealth and energy.

7. What was your opinion and that of the military authorities charged with the defences of New Orleans, as to the power of the enemy to capture it when they did?

Gov. M. I never doubted the enemy's fleet would pass the forts if the river were without obstruction. I expressed that opinion to the Government so early as the 31st of May, 1861. Hence my determination to construct a substantial raft. So long as the raft held firm I was buoyant with hope, and I know such was the opinion of Gen. Lovell. When the last raft was sundered I felt the danger had increased a thousand fold. I might here copy certain of my dispatches to the Government and the Commander of the Forts, as illustrating my opinion of the possibility of the city's fall. Let it be sufficient to mention that I wrote to the officers of State to prepare the archives of the State for removal from Baton Rouge, in apprehension of the passage of the Forts. I do not wish to convey the impression that I *expected* the fall of the city. Who would not have hoped, even against hope, that the great city of our country had been rendered safe, when upon its preservation hung almost the destiny of our cause—when its loss was certainly to retard our advent into the family of nations?

8. What was the public sentiment in New Orleans, derived from the conduct and reports of the military authorities charged with its defence, as to the ability of the enemy's ships to pass the Forts when they did?

Gov. M. There is no doubt the passage of the Forts took the public by surprise. The bombardment had continued several days. The first two or three days the whole city was in a state of feverish excitement. The tension of the public mind was painful, but as each morning's telegram reported the continuance of the fierce contest, without perceptible advantage to the enemy, the citizens relapsed into a feeling of security. This was increased by the telegram from Gen. Duncan, exhorting the

people not to give way to panic. It was to allay the "public sentiment" of distrust and to prevent a panic that his dispatch was published, and it succeeded.

9. Was not a telegram from Gen. Duncan, Commanding Officer of the Forts below New Orleans, published in the New Orleans papers a day or two before the enemy's vessels passed the Forts, stating in confident terms his ability to prevent the enemy's vessels from passing the Forts, and assuring the citizens of the safety of New Orleans against the attack of the enemy's fleet.

Gov. M. The telegram was very confident in its tone. It contained some such expression as this—"we can hold out as long as they can," and he redeemed his pledge, for he held out until they ceased firing. The Forts were in our possession when Farragut was in front of the city. Fearing, however, that Duncan's confidence was in some degree assumed. I dispatched him to telegraph me the exact condition of things, and specially whether the Navy, now the only thing left to delay or prevent the steamers passing, was rendering him any assistance. He answered in the negative.

10. Was the treasure moved from the banks of New Orleans, or were there other indications of a general apprehension of the fall of the city at the time it fell?

Gov. M. No; but the bank officers gave very decided indications of apprehensions for the safety of the city. It was on this account they addressed a petition to the President, for permission to pay out their coin. They said they were prohibited from paying coin by Government—that their coin was in danger, and they insisted either that Government should permit them to pay it out, or assume the responsibility of retaining it. The President refused permission, but the anxiety of the banks became so great that about the 10th or 12th of April they commenced paying coin in spite of the President's prohibition; and continued it until the fall of the city. There were no indications of a *general* apprehension of the fate of the city. The apprehensions were confined to the authorities and the business men; the general public felt very secure after the first two or three days.

11. Can you state the value of the property destroyed—embracing cotton, sugar, steamboats, &c., in consequence of the appearance of the enemy before the city, and which might have been removed by river or railway, if the authorities or people had known that the enemy's vessels would have passed the Forts when they did. State an approximation to the value as nearly as you can.

Gov. M. I cannot state the value of the property destroyed, but there was no intention to remove the cotton and sugar in any event. If the "authorities had known the enemy's vessels would pass the Forts when they did," a fact by the way quite beyond their knowledge, unless they had been in secret communication with the enemy, they would not even then have removed the cotton and sugar. It would have taken more transportation than could be had. I did, however, give orders a week before the fall, for all the cotton to be hauled to convenient places for burning, so that when it became necessary to apply the torch, it might be done without danger of conflagration to the city. There were 12,000 bales destroyed. The quantity of sugar was less considerable, about ———. There were no steamboats destroyed. What particular

course would have been pursued had the enemy informed us of their intention to pass the Forts when they did, and had we believed in their power to effectuate their intentions, I cannot say; but while we all hoped for a successful resistance below, we had been long fearing what finally occurred.

THO. O. MOORE.

Sworn to and subscribed before me this 2d January, 1863.

E. D. ESTILETTE, *J. P.*

*Interrogatories propounded to Col. T. C. Manning, by the Committee, and Answers to the same.*

To COL. T. C. MANNING.

1. Were you in the city of New Orleans preceding its fall? and how long had you been there before?

Col. M. I was in New Orleans preceding its fall; and had been there, with brief intervals, since 25th May, 1861.

2. What position was assigned to you in the Governor's office, or in the executive department?

Col. M. I was, and am, aid-de-camp to the Governor.

3. When did you leave the city?

Col. M. On the 24th April, 1862, at 8 P. M.

4. Were any orders given to you by Thos. O. Moore, in relation to the gun boat Mississippi?

Col. M. No orders were given, but the Governor had received a telegram from Gen. Beauregard, of which this is a copy :

CORINTH, 24th April, 1862.

Send here all the troops not required in the State, and burn ram and gun boats not finished. Send to Fort Pillow those that are finished. Banks must send their specie to Atlanta.

(Signed)

G. T. BEAUREGARD.

The Governor directed me to carry this telegram to the banks. On my way I saw Mr. Tift (the one whom I suppose to be the elder) on Canal street and alighting from my cab, inquired what he proposed to do with the ram.

"Tow her up the river," was his answer.

"Do you consider it practicable?"

"She is very heavy, but with enough steamboats I hope to accomplish it."

"How many steamers have you ready?"

"Two."

"If they should prove insufficient have you any more at command?"

"No, but I should hope to get them for that purpose."

"If all your efforts fail, what then?"

"I shall burn her."

I then exhibited to him the telegram, and left him on my way to the banks.

5. Did you meet in New Orleans, before your departure, either of the Messrs. Tift? If so, state the conversation which took place between you in relation to the Mississippi.

Col. M. I saw the Tifts at the Mississippi the afternoon and evening of the 17th April, and had a long conversation with them. They informed me of their purpose to launch her the following day, and invited the Governor and his suite to be present. They preferred, they said, not to launch her until a week later, but public feeling had become so much excited, they said that they had determined to launch her sooner than their own judgment approved. They, or rather, he, whom I took to be the elder, went fully into detail about the difficulties encountered by him in building his ship. I inquired when she would be finished. He answered, in two weeks, three, at farthest. I remarked that was a short time in which to do the vast amount of work necessary to her completion, and reminded him that I had seen one of her screws a few minutes before on the ground in the yard; that her plates were not on, her guns not mounted, &c. He said it could all be done in that time. "Are you quite certain," then I asked, "that she will be ready for a fight by 10th of May." "I have not a doubt of it," was his answer. I said to him it was unfortunate that double labor, and double money had not been expended, if that were necessary to accomplish the work in half the time; I said we expect every morning a telegram from the forts announcing the opening of the bombardment; that they had been practicing since Sunday, (13th,) and if the forts could hold out until the ram was finished, all might be well. The following morning the bombardment opened.

Mr. Tift's conversation was apologetic in its tone, or rather, explanatory of the delays of his work.

6. If you know any thing concerning the causes of the delay in the construction and completion of the Mississippi, state them fully, in the same manner as if you were specially interrogated thereupon.

Col. M. I know nothing of the causes of that delay, except that the Tifts failed to avail themselves of the numerous offers of assistance made by the Governor, and by the committee of public safety. There was no time when all the authorities would not have eagerly furnished the Tifts with anything they might have wanted for the ram. They evidently thought they had abundance of time, and were incredulous of any immediate attack likely to prove successful.

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*Interrogatories propounded by the Secretary of the Navy to Col. T. C. Manning, and Answers to the same.*

1. If you state that you had a conversation with either of the Messrs. Tift in relation to the Mississippi, state with which of them, and at what time and place.

Col. M. I have stated—the elder, by appearance; the time, 17th April. The conversation opened while standing by the side of the Mississippi, under her bows. It lasted through a long walk from the ship-yard to the St. Charles. We walked in order to converse on the subject of the ram without interruption.

2. If you state that the completion of the Mississippi was delayed from any cause, state, from your own knowledge, such causes, in detail; and whether it was in the power of the Messrs. Tift to have avoided them; and if so, in what manner?

Col. M. I believe the Tifts could have avoided all causes of delay within the power of the authorities of the State and city to remove. They were confident of their ability to complete her by the 10th of May. Had they on the 1st of January, when they had already been over two months at work on her, asked for double the number of hands, or for any other access of labor, energy or money, she could certainly have been finished in half the time—about the 1st of March. They never appreciated the danger of the city. Six gun boats and two large steamships were at the head of the passes on the 21st of March, the advance of the formidable fleet. These had increased to 43 by the 3d of April, about which time the raft was broken, the chains connecting the hulks being severed.

The city was never considered safe after that, although it cannot be said we *expected* its capture. The Tifts appeared to yield in their launch of the ram to what they deemed unnecessary panic and causeless clamor. Like many others higher in authority than themselves, they did not believe it possible for the enemy's fleet to pass the forts. Hence their confident sense of security, which was a serious cause of delay.

THO. C. MANNING.

Sworn to and subscribed before me on this, the 30th day of December, A. D., 1862.

R. M. KILPATRICK,  
*Clerk 9th Dist. Court.*

At the close of the reading of these documents the Committee adjourned, to meet again to-morrow evening, at 4 o'clock.

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JANUARY 22, 1863.

The Committee met and agreed to assemble on alternate days, to wit: Tuesdays, Thursdays and Saturdays, whereupon they adjourned until Tuesday next, the 27th inst.

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FRIDAY, JAN. 23, 1863.

The Committee met at 10, A. M.

Present—Messrs. Semmes and Dupre, who, in pursuance of an understanding on yesterday, proceeded, in the absence of a quorum, to examine Major-General MANSFIELD LOVELL.

Mr. SEMMES. General, the first important point to which our attention has been directed in this investigation, has been the character of

the rafts constructed at the forts, when the first raft was swept away, and replaced with a second, and whether the second raft was rendered sufficiently formidable to obstruct the passage of the forts by the enemy's vessels?

Gen. LOVELL. My plan of operations was, to place a complete obstruction in the river, concentrating upon it the heaviest fire that I could bring to bear. The point selected for this obstruction, was under the fire of the two forts.

Mr. SEMMES. How far distant from the forts, was this obstruction?

Gen. LOVELL. About two or three hundred yards. The idea was, as I have said, to place the obstruction under the fire of the two forts, so as to detain the enemy's vessels a sufficient length of time to give the greatest possible effect to our fire. Another circumstance which made the selection of this point for the construction of this raft desirable was, that the character of the soil on the lower Mississippi being alluvial, was incapable of supporting heavy batteries; and I knew of no place where heavy fortifications could be put up until the ground was thoroughly piled. This process would necessarily involve great delay and expense, and I was therefore forced to construct earthworks, which are no account against ships of war. In my judgment, there were two ways by which to defend New Orleans. One was the obstruction of the river under the forts. The other by iron-clad vessels. The first mode I undertook. I had constructed a raft of cypress logs, 60 feet in length, and  $2\frac{1}{2}$  in diameter at the butt. These were placed side by side longitudinally, leaving about two or three feet of an opening for a water way. These logs were connected together by two heavy chain cables, one running about three or four feet from the butt-end of the logs; the other being probably the same distance from the other end.—Mortices were cut into these logs, so as to admit of the passage of the cable through them; and thus were strung together two immense lines of logs of sufficient strength, in my opinion, to obstruct the passage of the enemy's vessels for a time sufficient to enable our guns to operate upon them with effect. The chains were all under water, and were fastened on either side to the shore. In addition to this fastening, I procured from all parts of the Confederacy, a number of heavy anchors weighing from 1200 to 4,000 pounds, and anchored the raft at intervals of every few yards all the way across the river. The larger anchors were put singly; the smaller were backed, as the sailors say. At one end, the Fort St. Phillip side, the raft was fastened to heavy stumps of trees. On the other side, the chain was fastened to a "grab capstan," which enabled us to slacken it down so as to allow our vessels to pass up and down the river as may be necessary, and then to draw it to at pleasure.

Mr. SEMMES. When was this raft completed?

Gen. LOVELL. In November, 1861. I was about to say, that I got more anchors and put them on the raft, so as to give it more strength, but owing to the great depth of water at that point—being, I believe, 130 feet, I found great difficulty in procuring a sufficient quantity of chains to answer my purpose. Those which I had were  $2\frac{1}{2}$  inch cables brought from the navy yard at Pensacola. I considered the raft, when completed, a perfect obstruction to the passage of the river. I had concentrated upon it the fire of about 80 guns, mostly 24's, 32's and 42's, all however, smooth bore guns. I subsequently got two

rified 32's, and I think I had four or five 8-inch columbiads. In that position of things, I think that everything was done that could be done in the way of guns and obstruction. My expectation was to hold the enemy in check until the other means of defence could be got ready. I presumed I would be able to do that, although I was informed by persons familiar with the Mississippi, that it would be utterly impossible to keep these obstructions in the river throughout the spring rises, for the reason, as they stated to me, when the strong spring currents came down, any substance like an anchor, placed in the bottom of the river, was very soon cut loose by the current. They predicted that my anchors would cut loose from their holds, the bottom being sand, and without sufficient tenacity to enable them to resist the current. The prediction was fulfilled, for while this obstruction held its position throughout December, January, and I think until the latter part of February, or the early part of March, it finally gave way under the pressure of the current, as well as of the immense accumulation of drift which is carried down the river at that season. On the Fort St. Phillip side of the river, the raft, to the extent of about three-quarters of a mile, with the cables and anchors, gave way, causing the raft to drift down a little way until the anchors caught again. But the whole thing went off in that way little by little.

Mr. SEMMES. Why did you not catch it and bring it back?

Gen. LOVELL. I sent all the vessels I could get to pull it up, but they were unable to do so. I had it cut in sections; but only a few sections near the shore were secured. I sent down Col. Higgins and Capt. Jackson, of New Orleans, in whose skill to manage such an affair, I had great confidence, but they succeeded only to the extent I have just mentioned.

Mr. DUPRE. Were these all the guns you had—I mean those you have just mentioned?

Gen. LOVELL. Yes, sir, all the smooth bore guns. I subsequently got two 7-inch rifle guns, but when the Louisiana was complete, to the extent at least that she was made available for action, one of these was returned. I got two 10-inch columbiads from Mobile. I borrowed from the navy two 7-inch rifled guns, but as I said, one was taken back.

Mr. DUPRE. Was there not an attempt subsequently made to throw obstructions in the way of old boats, across the river?

Gen. LOVELL. When I found I could not carry back the first obstruction, Col. Higgins brought back two sections of the raft, which were again placed in position across the river to the extent that they were available. To fill up the gaps, I procured fifteen or sixteen old vessels, which I had anchored and fastened together by small chains.

Mr. SEMMES. When was this?

Gen. LOVELL. In March. That was the best that could be done under the circumstances.

Mr. DUPRE. When was that carried away?

Gen. LOVELL. When the firing commenced. I thought on that day the Mississippi and Louisiana would be finished in a week, and that they would then be able to take the place of this obstruction. I don't believe there is any power on earth that could hold that river obstructed. If there is any means by which it could be done, it would be by the

construction of a boom to gather the drift as it came down, and throw it off. I endeavored to procure the chains and anchors necessary to construct one of the character, which, in my opinion, would be available, but failed. I had then a boom made of logs, but could get nothing to anchor it with. As I have said, the second raft was made out of portions of the first, filling up the gaps with old ships. A great many ropes were trailed to the sterns of these ships, in order to get into the flanges of the propellers of the enemy, and thus entangle them. That was put up in March. After the firing commenced, a great storm arose, which broke away some fire rafts lying some distance above, and intended to be let loose on the enemy's vessels in case they passed the forts. These rafts were carried down by the current, and coming in contact with the second raft which we had constructed, broke it away. An attempt was made to replace it, but it could not be done, it being under the enemy's fire. That is the history of the obstruction.

Mr. SEMMES. You say this second obstruction was cut away after the firing commenced?

Gen. LOVELL. Yes, sir.

Mr. SEMMES. How long was that before the enemy passed the forts?

Gen. L. About a week.

Mr. SEMMES. Was it known in the city that this raft gave way?

Gen. L. I suppose so. I know there were naval officers down there to whom the fact was known, and inasmuch as they had easy access to the city, I take it that they made it known there. Gen. Huger and other officers were down there with some vessels, and they had a full opportunity, as I suppose of knowing the fact of this obstruction being carried away, and of communicating it to the city. The Louisiana went down I think on Sunday, and this I think occurred on Friday night. Capt. Mitchell was also down. I know that Beverly Kennon told me yesterday that the Renshaw went through the opening on Saturday or Sunday. I will remark, that the second obstruction was by no means as formidable as the first.

Mr. SEMMES. Did you or not report this condition of things to the War Department?

Gen. L. I made no report of the breaking of the second raft. That was part and parcel of the action. I wrote to the War Department early in March, when I was directed to send some vessels up the river to assist in the defence of Island No. 10. This was after the raft defence failed me. I stated in that communication to the Secretary, that the breaking of the raft compelled me to countermand that order, to the extent of sending only one-half of the vessels up. This was approved by the Department. The Louisiana was subsequently ordered up the river, and to this we all objected. I protested against this course in writing, to the Secretary of War, Mr. Randolph, and requested him to enter my protest with the Secretary of the Navy. Gov. Moore and myself held a consultation on this subject, and he agreed with me as to the propriety of retaining the Louisiana, if possible, for the defence of the city. She was not sent up as you are aware. I also telegraphed to the War Department, asking that the Secretary would use his influence with the Secretary of the Navy to have Commodore Hollins sent down with his vessels, but without effect.



Mr. SEMMES. Did you have any confidence in preventing the enemy from passing the forts without these obstructions?

Gen. L. None whatever. I made up my mind for several years past, that batteries on shore cannot prevent the passage of a broad, open, straight river by steamships of war. That, I think, is admitted by almost all military men. At Sebastopol the Russians with 800 guns bearing upon the harbor, in casemated forts, found it necessary when these forts were threatened, to place obstructions in the entrance to the harbor, thus admitting that it is utterly impossible for guns to prevent the passage of ships of war. There are numerous instances which could be referred to in support of this theory. One is the passage of the narrow channel of the Dardanelles by English wooden ships of war within range of powerful batteries. We have seen recently that the enemy's ships have passed up and down by Vicksburg with perfect impunity, or at least suffering but little damage.

Mr. DUPRE. It became evident then, that after this first obstruction was gone, the war ships of the enemy would pass the forts?

Gen. L. I believe it is pretty generally admitted by all military and naval officers, that vessels of war will pass by batteries, especially in smooth water. A vessel with her machinery below water, may have 100 shots put through her, as we put through the Hartford, without suffering any material damage. She is struck over the vulnerable point and cannot suffer much. The water line protects her machinery, so that the only way of sinking a vessel is, by concentrating upon her a large fire of shells, which being fired into her, shatters her sides to an extent too damaging to admit of immediate repair. Solid shot can avail nothing against vessels of war. Take a 42 pound ball and fire it against the side of a live-oak ship, and after it passes through, a hole scarcely large enough to put your finger through will be left. This hole is instantly plugged, and even should it leak a little, the water soon swells the wood and staunches the leak. But throw a small shell into the side of a ship, and you will make such a rent as cannot in the heat of an action, and the disadvantages of such a position, as she would then be placed in, by possibility be repaired. My opinion is, that if you take the float of 20 steam vessels that attempted to pass these forts—of course they take all the advantages of night—the chances are that 18 out of 20 would go by.

Mr. SEMMES. Did you consider the second obstruction sufficient to resist the passage of a ship?

Gen. L. I did not. I thought it would be a cause of delay to them to keep them under the fire of the batteries a sufficient length of time to enable us to inflict serious injury upon them.

Mr. SEMMES. What did you rely upon after the first raft was carried away, for the defence of the city?

Gen. L. Nothing but the guns.

Mr. DUPRE. And the ships which were to be finished?

Gen. L. I expected them every day. In the first place I expected them to be finished about the 15th of January, but they were not finished even when the city had fallen.

Mr. SEMMES. Did you expect to detain the vessels there merely by the raft?

Gen. L. I supposed that the raft could be kept there until March, and

in the meantime that these vessels would be finished. Had either one of these vessels been finished the enemy never could have passed up; because four of their vessels, the Hartford, the Brooklyn, the Pensacola, and the Richmond, being first class vessels, of heavy draft, could only have passed over the bar by taking out their guns; and such vessels as the Louisiana or Mississippi being ready, could in the meantime operate upon them with destructive effect. They could not in my opinion pass up at all. Had we had a single iron clad vessel carrying three or four heavy guns, anchored within range of the bar, these heavy vessels never could have come up.

Mr. SEMMES. When the second raft was constructed, you merely relied upon it as a temporary expedient?

Gen. L. Yes. I thought I would patch it up until these vessels were finished. I was first told they would be finished on the 15th of January; then again two or three weeks subsequently, and finally was led to believe they would be done about the middle of February, I believe.

Mr. SEMMES. You did not expect that your obstructions would resist the spring currents?

Gen. L. I was told by men of experience in the strength of these currents that they could not.

Mr. DUPRE. Do you know anything of the preparations made by the Tifts or the Navy Department for saving the Mississippi in case the enemy passed the forts?

Gen. L. I do not. All I know is, that before the enemy passed the forts, I was so well satisfied that if their fleet made a dash, when the second raft broke, they would come up, that I ordered four large vessels to be engaged to take away supplies and stores. I likewise sent out of the city a considerable quantity of commissary and quartermaster stores in advance. Now, if the naval officers who were there, were of the same opinion that I am, they ought, it seems to me, to have taken the precaution to have four large steamers to take her away. These four steamers were engaged by my orders before the forts were passed. Subsequently Capt. Sinclair came to me and said, he had been trying to get steamers to tow away the Mississippi. He mentioned two that he was to get, but that they were engaged in my service. He said he had been everywhere in search of steamers, but failed to get any. I said let him have two, and they were accordingly given. I gave orders to Col. Lovell before the passage of the forts, to have four or five large steamers engaged to take off the powder mill, the stores, &c. We brought off all the machinery of the rifle factory, all the stores, and several guns, a good quantity of commissary and quartermaster stores, and would have brought more had we not given the other two steamers to tow off the Mississippi. I had the trains engaged night and day for several days before the enemy came up to the city, taking away commissary and quartermasters stores, Confederate as well as State. I was myself in the city four or five days after the passage of the forts by the enemy. I do not pretend to say whether the Mississippi could have been got away or not, but if all these officers were of opinion that these forts could be passed, I think some steps ought to have been taken in due time to secure her safety. If the committee will refer to my letters to the War Department, they will see precisely what I did say to the officers themselves.

Mr. SEMMES. Did not Gen. Duncan telegraph to the city authorities at New Orleans that it was useless to entertain apprehensions of the passage of the forts a day or two before they were passed?

Gen. L. He telegraphed some encouraging dispatch. Gen. Duncan always entertained a different opinion from what I did. He was opposed to any obstruction of the river at all, relying altogether upon the forts as being sufficient to stop the enemy's advance to the city. This was his opinion in the beginning; but I am satisfied it underwent some modification afterwards. From the remarks he made, I understood him to entertain the opinion that the forts were sufficient. I think that Gen. Duncan had undue confidence in the ability of forts to stop steamships of war. That was his opinion, as I have said, in the beginning; but it underwent some change shortly before the attack was made.

Mr. SEMMES. Do you know anything of the causes which delayed the completion of the Mississippi?

Gen. L. Not of my own knowledge. I know only what Tift told me, which was, that it was the delay of some of the contractors to furnish some of the metallic work of the vessel. I urged him to push the work along, and Commodore Whittle urged him also. He gave me to understand that he was not subject to be interfered with or controlled in any manner or shape by any officers of the army or navy; that he was sent there by the Secretary of the Navy, to be governed solely by him. I went to look at the ship, with the understanding; however, that I had nothing to do with her. Tift told me that she would be completed about the 15th of January. I went afterwards about the early part of February, and again, I believe, about the middle of February. Capt. Sinclair said she would not be ready in six weeks from the time of the fall of the city.

I will state that I could not succeed in getting chains and anchors, which I very much needed, besides munitions of war, of various kinds, and I set to work in New Orleans and had reverberatory furnaces built. They were about being finished at Leed's foundry and one at another foundry when the city was taken.

Mr. SEMMES. Why did you not set to work to have these things built long before that?

Gen. L. I presumed that guns could be had elsewhere, and I had no very large amount of funds at my disposal to pay for all that was necessary. I went to work early; but you will remember that it takes a long time to get work of that kind done. It took us three times as long to do anything in New Orleans at that time as it would in ordinary times. Labor was very scarce there then.

Mr. SEMMES. Could the city be defended by forts along the river, combined with obstructions at intervals?

Gen. L. You could not make obstructions. The high water would have driven them all out. It was one sea of water from Fort St. Phillip, for miles around, and up to the city; the surrounding country was several feet under water. At and below New Orleans, for some distance, the river is a considerable height above the level of the land, probably from six to ten feet, and if batteries had been put up the enemy's shells, by breaking the levy, would cause the overflow of the whole country. Even the quarantine grounds had to be abandoned, the water being two feet above the surface of the ground. The whole

country, in short, was under water, and consequently, no opportunity existed to prepare defences.

Mr. DUPRE. How many of the enemy's boats came up before the city?

Gen. L. Thirteen.

Mr. DUPRE. Thirteen ships with guns on board?

Gen. L. Yes sir—four frigates, the Hartford, the Brooklyn, the Pensacola and the Richmond. They carried each 25 or 26 guns—104 in all on board the four vessels.

Mr. DUPRE. I suppose the balance of the fleet had as many more?

Gen. L. About that. There were in all about 150 guns of very heavy calibre.

Mr. DUPRE. After these vessels came up, do you suppose, if the city had not been surrendered, they had the power to destroy it?

Gen. L. Yes sir, they could have burned the city. They burned every thing combustible in Fort St. Phillip soon after the firing commenced. I don't believe, however, they would have bombarded it. The reasons which I gave to the citizens for abandoning the city, were not the military reasons which governed me. My military reason was, that the city is so near an island that the neck of land by which the railroad enters the city forms the only outlet from it by land, so that the enemy could, in consequence of the close approach of the river to the lake, the two being divided by the neck of land above mentioned, by placing a single frigate at a point commanding this outlet, cut off all ingress and egress to and from the city, and thus starve it out.

Holding the water, and holding this outlet, they had the city completely at their mercy, and could starve it out. I consider the position of New Orleans utterly indefensible against a power that holds the water, and the troops there could very easily be compelled to surrender by starvation.

Mr. SEMMES. So that if you had 50,000 troops you would be no better off?

Gen. L. Certainly not. I don't think the War Department could help me in the least. As I said in the first instance, there were only two means of defending the city—one by obstructing the river, the other, by iron-clad vessels. These were not ready, and why I know not. If we were given back New Orleans to-morrow we would have to give it up again unless we could control the waters.

Mr. SEMMES. How many troops did you have there when the enemy passed the forts?

Gen. L. I had a regiment without arms on Thursday; and, I think, the day the forts were passed Gov. Moore let them have arms. I had none myself. The regiment was only in process of organization, and therefore not armed. I had besides that, about 2,800 militia belonging to the city, called out by Gov. Moore, of which about 1,200 had muskets, and the balance all sorts of weapons.

Mr. DUPRE. Thomas' regiment and King's battalion were there?

Gen. L. I don't call them troops—they were merely in process of organization. I had this regiment there, and some of Milles' men, but they had no weapons. Gov. Moore, however, at the last moment let them have some. In my opinion it would not have made any difference to have had additional men there, as infantry would have been utterly

unable to contend against vessels-of-war armed with 11-inch guns, and those heavy rifle guns. Infantry would only have been valuable against a land attack, which was not made.

Mr. DUPRE. Were you furnished by the War Department with all the guns ordered? Did you make requisitions upon the government for any arms that were not furnished?

Gen. L. Certainly I did. I made requisitions, as every officer does for all he wants. I think the government did all in its power.

Mr. SEMMES. Were many steamboats lying about the city at the time the enemy passed the forts, that could be used for towing the Mississippi up the river?

Gen. L. There were several, but they had no wood and no crews. If engaged before hand, they might have been ready. I will state that there was great scarcity of wood, and even a difficulty in obtaining crews. Whether that vessel could have been carried away or not I am not prepared to say.

Mr. SEMMES. Suppose Commodore Hollins' fleet had come down there, as you requested, do you think he could have prevented the enemy's vessels from passing the forts?

Gen. L. I think if Commodore Hollins had been there with all his vessels, and taken charge of the defences afloat, it is quite possible the result would have been different. I think if the vessels had been there to act in concert with the forts, we would have had a very different result from that which has taken place. There was a want of concert between the forces ashore and those afloat, as will be seen by reference to the correspondence between Gen. Duncan and Capt. Mitchell.

Mr. SEMMES. I see that in the report of Gen. Duncan, and the correspondence alluded to, there was a difference of opinion as to the place which should have been occupied by the Louisiana in the engagement down there.

Gen. L. Yes, sir.

Mr. SEMMES. Will you state your opinion upon that subject?

Gen. L. My opinion has been expressed in my report, and it is this, that the Louisiana should have been placed in the position below the raft, indicated by Gen. Duncan and myself.

Mr. SEMMES. Could she have been placed there in her then condition?

Gen. L. I don't know; I think she should have been placed there if she could.

The hour of 12 having arrived, the Committee adjourned.

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TUESDAY, JAN. 27, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, (Chairman,) Phelan, Dupre, Maxwell, Foote and Lyons.

Dr. DINWIDDIE B. PHILLIPS having been sworn, testified as follows:

Mr. FOOTE. Are you a Surgeon in the navy?

Dr. PHILLIPS. I am, sir.

Mr. FOOTE. What part of the service do you belong to now?

Dr. PHILLIPS. I am at present attached to the Confederate steamer Richmond.

Mr. FOOTE. Do you know anything in regard to a letter written by Flag-officer Buchanan, or any person, by his direction, to the Secretary of the Navy, in regard to the necessity of obstructing the navigation of the James river at Richmond, and if so, state?

Dr. PHILLIPS. Shortly after the battle of the 8th and 9th of March, in Hampton Roads—probably on the 12th of the month, Flag-officer Buchanan delivered a letter to me, which was written by him, or at his dictation by Lieut. Ap. Catesby Jones. He read the letter to me, and desired me to hand it to the Secretary of the Navy, and at the same time enlarge upon the views therein expressed. In that letter he urged the immediate obstruction of James river, stating that it was impossible for the Virginia to prevent the enemy's gun boats from ascending it to Richmond, her draft of water being too great to follow them, and also stating that the Monitor could pass all the fortifications of the river. I came immediately up to Richmond and delivered the letter to Mr. Mallory. I told him at the same time the purport of it so far as related to the obstructions. Another clause in the letter related to the work that was going on on board the vessel; and Com. Buchanan requested that he and the officers of the ship might be consulted in reference to the proper mode of improving the defences of the ship. Mr. Mallory read the letter, and said that he saw no occasion for any further conversation upon the subject, that the letter was plain enough in itself.

Mr. FOOTE. How long after that was it that the Virginia was destroyed?

Dr. PHILLIPS. She was destroyed on the 12th of May, at 5 o'clock in the morning.

Mr. FOOTE. Had any obstructions been placed in the river at that time?

Dr. PHILLIPS. I can only speak from general report. I heard on arriving here the 13th of May, that there were none.

Mr. FOOTE. Do you know anything about the intended sailing of the Nashville to Europe with Messrs. Slidell and Mason?

Dr. PHILLIPS. I was ordered to accompany them on board the vessel. Lieut. Pegram was commanding.

Mr. FOOTE. Do you know anything about Lieut. Pegram on that occasion making application to the Secretary of the Navy for permission to remove the light work from the deck, so as to allow her to be armed for defence?

Dr. PHILLIPS. I understood he had made such an application, and that it was refused. Capt. Pegram, however, is here, and can state all the facts of his own knowledge. All that I can tell you on that subject, is what I heard from him.

Mr. FOOTE. Do you know anything personally of another application being made at another time?

Dr. PHILLIPS. Nothing personally. Nothing except what I have heard.

This closed Dr. PHILLIP'S testimony.

The CHAIR. Here are two letters which have been referred to by Capt. Whittle in his testimony before the Committee at its former ses-

sion. One of these letters is addressed to Capt. Buchanan, and bears date, "York river, Sept. 24th, 1861." The other is addressed to Capt. S. Barron, from the same point, and bears date, "May 11th, 1862."

[These will be found embraced in Capt. Whittle's testimony before the Committee at its first session in September, 1862.]

Com. FRENCH FORREST was next called, and being duly sworn, testified as follows:

Mr. FOOTE. Where were you for a month or two before the navy yard at Norfolk was destroyed?

Com. FORREST. I was in command of the navy yard at that place, and of the station.

Mr. FOOTE. What was your opinion of the possibility of defending the navy yard against the enemy, and of the necessity or absence of a necessity of destroying it at that time?

Com. FORREST. My opinion was, sir, that it could have been defended, and that there was no necessity for its destruction.

Mr. FOOTE. Did you have any conference with the Secretary of the Navy on the subject?

Com. FORREST. I had.

Mr. FOOTE. State the particulars thereof?

Com. FORREST. Shortly after my arrival here from the navy yard, from which I had been detached, I understood that it was the intention of the Government to withdraw the troops under Gen. Huger, for the protection of Richmond, and that the navy yard and public buildings were to be destroyed. Upon learning this, I had a conference with the Secretary of the Navy. I stated to him that I did not see any necessity for such a proceeding, and that if he would allow me to return, I could assure him that I would protect the yard and Norfolk from any attack that the enemy might make. He asked me particularly in what manner I could do it. I explained to him that I had 1100 employees at the navy yard, good and true men, that they had been exercised at great guns and small arms weekly for several months, and that there were guns mounted in what is called Forrest entrenchments, in *lunette*—four in all, containing each three or four guns of 4100 weight, 32-pounders, and that I did not apprehend anything disastrous from Burnside's force; that by placing the steamer Virginia in a proper position, I thought she might very well protect the harbor, and even if Gen. Huger's army was taken away, I thought the citizens would all turn out to man the batteries. To this he replied, they would starve us out. I informed him that they could not very well do that for some time to come, that we had 400 barrels of pork, and 400 barrels of beef stowed in the yard; that the forage there had been collected for three months for the cattle. To this he replied, that it had been determined upon as a military necessity, and must be carried out.

Mr. FOOTE. That was the whole of the conversation?

Com. FORREST. Yes, sir.

Mr. FOOTE. What was the value of the navy yard? What do you conjecture the amount of the injury to be which we suffered from the destruction of the navy yard?

Com. FORREST. There is a printed schedule taken by a commis-

sioner appointed by the Governor of the State of Virginia, which could be had from the Secretary of State of the Commonwealth. In that schedule it mentions the value of the public property to be \$6,500,000, or thereabouts.

Mr. FOOTE. Does that include the navy yard itself, as well as every other thing?

Com. FORREST. It includes all.

Mr. FOOTE. Of what nature was the property accumulated there?

Com. F. There was not much accumulation of property beyond what was taken from the enemy, and mentioned in the schedule.

Mr. FOOTE. What amount of material for building ships was there when the yard was destroyed?

Com. FOOTE. I do not know; but it was very large. There was a very large amount of seasoned timber and planking for ships.

Mr. FOOTE. Can you form any conjecture as to how many gun boats could be constructed out of the iron and timber there?

Com. F. I could not. But we left a very fine new ship of war, the Plymouth, which was sunk by the enemy before evacuating the navy yard, and subsequently raised by us. She was a beautiful ship, with masts, yards, &c. fully complete. It was intended to bring her up here.

Mr. FOOTE. Do you think there was sufficient material to construct 30 or 40 gun boats destroyed there?

Com. F. I could not tell; but there was a great deal of timber. I was there constructing boats, and had four under way. Two of these, the Hampton and the Nansemond, were brought up here. There were only two destroyed.

Mr. FOOTE. Do you know when any obstructions were first thrown into the river here, in order to impede the navigation of the James river?

Com. F. Well, sir, about the time that I came here; perhaps the month of April or May. I don't think, however, it was as late as that. I don't know the exact time; but it was shortly after my arrival here.

Mr. FOOTE. I should like for you to be particular on that subject?

Com. F. I cannot exactly particularise the time.

Mr. FOOTE. If you have any memorandum which would guide you in defining the exact time, I should like you to refer to it?

Com. F. I have none that I am aware of. I do not know the exact time.

Mr. FOOTE. You stated the opinion you expressed to the Secretary of the Navy at the time of the destruction of the navy yard.—Will you state whether you have since been confirmed in the correctness of that opinion, or whether you have had any reason to change it?

Com. F. I have never had any reason to change it, and have so expressed myself since on many occasions.

Mr. DUPRE. What time did you take command of the navy yard?

Com. F. I captured the yard, and remained there until ordered here.

Mr. DUPRE. What period was that?

Com. F. Just after the secession of Virginia—I think the 21st of April.

Mr. DUPRE. How long did you remain in command until detached here?

Com. F. I remained nearly 12 months.



The CHAIR. Do you mean from April, 1861, until April, 1862.

Com. F. Yes, sir, I think it was April the 21st or 22d, 1861, that I first took command.

Mr. DUPRE. You speak of the accumulation of a large amount of ship building materials at the navy yard. Were these materials there from the time you first went there, until you left?

Com. F. Yes, sir, most of them were. The exact quantity we had, I do not recollect. We had some ship timber which was purchased to keep up the supply.

Mr. DUPRE. You speak of two boats that were sent up here, and two that you say were on the stocks in progress of construction.—Could any more vessels have been built during the period that you were there?

Com. F. No, sir; we had all the mechanics we possibly could get, fitting out the Merrimac, and engaged on the gun boats.

Mr. DUPRE. Then you could not procure any more mechanics than those employed on the ships you have spoken of?

Com. F. No sir. We could procure some mechanics, but not of a class to suit. The Secretary of the Navy wrote to me to get all the mechanics possible so as to complete the work at the very earliest period.

M. DUPRE. After you were apprised of the determination of the Government to destroy the navy yard, were there any means by which much of this valuable timber could be saved?

Com. F. No sir. The only way to save it was to postpone the destruction of the navy yard. The hurried manner in which General Huger left there, and the information communicated to the enemy by a man sent down for a gun, of our purpose to evacuate the place, led them to make an immediate attack, thus rendering any effort to save the property in the navy yard entirely useless.

The CHAIR. Was that man a Southerner or Yankee?

Com. F. He was a Yankee.

The CHAIR. I understood you to say, that in response to your statement to the Secretary of the Navy, that you thought you could hold the navy yard and defend Norfolk, he said that the destruction of the navy yard was a military necessity?

Com. F. Yes, sir.

The CHAIR. Do you know at whose instance it was destroyed as a military necessity?

Com. F. That I can only answer in one way; and that is, that I endeavored to find out by whose authority it was done, and failed to do so.

The CHAIR. Who was the chief commander at the post there?

Com. F. I left Capt. Sidney Smith Lee in charge there.

The CHAIR. Was he not subject to some other commander—Gen. Huger for instance?

Com. F. No sir.

The CHAIR. Who had charge of the obstructions of the river—the military or navy department?

Com. F. Both conjointly. I sent down several vessels myself to blockade the river, and I think Gen. Huger sent some also; and it was very effectually done—there being left an opening and purchase to

enable the Virginia to get in or out. I refer to the obstruction of the Elizabeth river.

The CHAIR. I was alluding to the James river.

Com. F. That was very much under the direction of the War Department.

The CHAIR. You say the Elizabeth river was very effectually protected?

Com. F. Yes, sir; with the exception of a passage, which could be filled up at any moment.

Mr. MAXWELL. About this conference with the Secretary of the Navy you speak of, do you remember how long that was before the destruction of the navy yard?

Com. F. I think about three or four days.

Mr. MAXWELL. It was after the Secretary of the Navy and Secretary of War visited the navy yard?

Com. F. Yes, sir; it was after that.

Mr. DUPRE. Did the Secretary of the Navy visit Norfolk while it was under your command?

Com. F. No sir.

Mr. LYONS, who was absent at the first part of the Commodore's testimony, said that inasmuch as he had had some consultation with the Commodore on the subject of the defence of the navy yard, he would ask him the question, whether or not with the means of defence at his command there, he would have been able to defend it?

Com. F. Yes, sir. I still am firmly convinced that had I been permitted to go there, I could have protected it. Indeed that was the general sentiment of those who were there.

Mr. LYONS. I would ask you whether Norfolk or the navy yard was surrendered by order of the Secretary of the Navy or not, as far as you know?

Com. F. I do not believe it was. I am inclined to believe from the conversations I had with him, that he thought my argument a good one; but I understood him to say that as it was considered a military necessity, he had no particular control over the matter. I observed that he hesitated a good while as to what course he should take.

Mr. LYONS. I believe, Mr. Chairman, we are authorized to send for persons and papers.

The CHAIR. Yes, sir.

Mr. LYONS. If that be so, I will offer the following resolution:

*Resolved*, That the Secretary of War be requested to furnish the Committee with copies of all letters, telegrams and orders touching the defence of New Orleans, which are recorded in his office.

The resolution was adopted, and the Committee then adjourned until 10 o'clock on Thursday, the 29th inst.

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THURSDAY, JAN. 29, 1863.

The Committee assembled at 10 o'clock. Present—Messrs Clay, (Chairman,) Maxwell, Dupre, Barksdale, Lyons and Foote.

The CHAIR. Gentlemen, a resolution was left here by Mr. Semmes, which he requested me to submit for your consideration. It reads:

*Resolved*, That the Secretary of War be requested to furnish the Committee with copies of all of Major-General Lovell's letters and telegrams to the Department in reference to the defence of New Orleans, from the 15th of February to the 28th of April, 1862.

The resolution was agreed to.

Capt. ROBERT B. PEGRAM was then duly sworn, and testified as follows:

Mr. FOOTE. What position do you occupy in the navy?

Capt. PEGRAM. Commander for the war.

Mr. FOOTE. Have you charge of any particular vessel?

Capt. P. Yes, sir; the Richmond.

Mr. FOOTE. What vessel did you formerly command?

Capt. P. The Nashville.

Mr. FOOTE. Had you anything to do with the command of the vessel that was intended to take Mr. Mason and Mr. Slidell to Europe?

Capt. P. Yes, sir; the Nashville was expressly fitted up to take them; but after the blockade squadron was increased in Charleston, they thought it safer to go in another vessel drawing less water, and they decided to go in a vessel called the Theodore, to Nassau, I believe.

Mr. FOOTE. At the time the Nashville was fitting out for that purpose, did you make any particular application to the Secretary of the Navy to remove the light work on the vessel, with a view to have her armed for defence?

Capt. P. No sir. I made such an application to Commodore Ingram, who was then commanding officer of the station, but it was not acted upon. I made application to the Secretary of the Navy before I went to take command of the vessel to allow me to take some guns, and he immediately applied to Commodore Ingram to know whether the vessel could bear these guns. The Commodore replied that she could, and I accordingly got them transferred to Charleston, for the purpose of putting them on board the vessel. On their reaching there, however, it was found that she could not mount these guns, her decks, which were made of two inch plank, being too weak, unless the alterations suggested by me to Commodore Ingram were made. I do not know what action he took upon the subject. All I know is, that I made the suggestion, and it was not acted upon. I borrowed two small guns, six pounders, from the Governor of South Carolina, and with these I went across.

Mr. FOOTE. Was the Nashville afterwards put in commission?

Capt. P. She was in commission as soon as I arrived there.

Mr. FOOTE. Was any further application made with regard to supplying this armament?

Capt. P. No sir; so far as I am concerned.

Mr. FOOTE. What effect did that have upon the movements of the vessel? Was it the cause of her detention anywhere?

Capt. P. I should not have remained a moment for armament after the vessel was ready, if I could have gone to sea. It was never contemplated to arm her as a man-of-war to cruise.

Mr. FOOTE. You were kept in confinement within your own port by the presence of Federal vessels for want of armament, were you not?

Capt. P. No sir, not a moment. As soon as the tide and state of

the moon, and vessel's draft of water suited to get under way, I started. It was not contemplated to fit out this vessel as a ship of war, but to fit her merely to carry these gentlemen, Messrs. Mason and Slidell to Europe. When they declined to go, I carried out the rest of my instructions, namely, to carry letters to Europe. I took it on my own responsibility to destroy the two vessels which I did destroy without any special order or instruction. If I could have properly fitted out and armed the vessel in Europe, I should have turned her into a cruiser; but the British authorities would not allow me to do so. They kept a guard constantly on the vessel to see that no alteration was made, in the way of strengthening her for warlike purposes. I could make the necessary preparations to render her seaworthy, but no more.

Mr. DUPRE. How many trips did you make to Europe?

Capt. P. Only one.

Mr. DUPRE. How long were you in Liverpool?

Capt. P. I did not go to Liverpool at all, I went to Southampton.

Mr. DUPRE. How long were you there?

Capt. P. I went there in September, and left, I believe, the 6th of February.

Mr. DUPRE. Did you go to London?

Capt. P. I did, sir. I had despatches for Capt. Bullock and Lieut. North, and delivered them—at least, to Mr. North. I delivered Bullock's despatches at Bermuda where I met him. I offered a passage to Mr. Yancey to return home, in conformity to my instructions.

Mr. DUPRE. Could you have purchased at that time, in England, any vessels, if you had the money?

Capt. P. I don't believe you could take an armed vessel at that time from any port in England, if it was known that she was to go into the Confederate service.

Mr. DUPRE. The question is, if you had the money at that time could you fit out a vessel and take her from there?

Capt. P. It should be done secretly, if at all. Indeed, that is a question that could hardly admit of an answer. It is a mere matter of experiment. I know that the government takes all the precaution possible, and the question depended as to which was the smartest—you or the government.

Mr. MAXWELL. Could you not purchase a vessel?

Capt. P. No, sir, you could not purchase a vessel from the government. The only way to contract for a vessel within British jurisdiction is, to say to the parties—you take her to a certain place and I will purchase her at a certain rate.

Mr. MAXWELL. You don't mean to say that you could have bought a war vessel already fitted out?

Capt. P. Not with the consent or authority of the British Government. I think it is possible to purchase vessels of this character after they have gone beyond the jurisdiction of the government, as is done in the case of vessels engaged in smuggling.

I will mention one fact in the case of the Nashville that did not occur to me when I gave in my testimony in reference to her. Shortly after I arrived at Southampton a very wealthy firm of that city, Isaacs, Campbell & Co., sent me a letter offering me all the money that I needed to fit out the vessel. I did not, however, avail myself of the offer.

That letter is now on file in the navy department, and can be seen by the Committee if they desire.

Mr. FOOTE. Were you fully acquainted with the condition of the navy yard at Norfolk at the time of its surrender?

Capt. P. I had not been there on duty from the time I left to go to Europe until its destruction. I knew its condition thoroughly before.

Mr. FOOTE. Do you know of any material change that took place there from the time of your knowledge of its condition up to the period of its destruction?

Capt. P. No, sir.

Mr. FOOTE. From your general knowledge of the condition of the navy yard at Norfolk, what would you say of the practicability of defending it with 1,100 employees, familiar with guns and small arms, and such aid as could be brought from Norfolk, under such a man as Commodore Forrest, putting the Virginia in proper position?

Capt. P. If the fortifications outside were well manned, I have no doubt, with the aid just mentioned, the navy yard could be effectually defended. The fortifications extended around Norfolk a distance of 8 miles. Pig's Point battery is about 10 miles from Norfolk, and Sewell's Point about 10; and then there were some 7 or 8 other batteries extending from Sewell's Point up to Norfolk. These were, the Craney Island battery, Lambert's Point, Bush Bluff, two at Pinner's Point, Fort Nelson and Fort Norfolk, all water batteries, besides the land batteries between Sewell's Point and Norfolk; also strong land batteries defending the Portsmouth side. It would require from seven to ten thousand men to man these batteries, and with that force I am satisfied the navy yard would be secure against any attack. If the enemy took the batteries around the navy yard, it inevitably would fall by a land attack; but with 1,100 men stationed at the navy yard to co-operate with the force which I have just mentioned, and the Virginia placed in proper position, I am satisfied Norfolk and the navy yard could have been saved. There were some 30 or 40 guns at Sewell's Point, about 18 at Craney Island, and at Pig's Point some 16 or 18, in connection with the batteries defending the Nausemond river.

Mr. BARKSDALE. I would ask permission to read the following letters from Gen. Joseph E. Johnston to Commodore Tatnall, as entirely pertinent to this inquiry.

Leave having been granted—

Mr. BARKSDALE read the following letters:

HEADQ'RS, LEE'S HOUSE, *April 28th, 1862.*

SIR: I intended to write to you by Captain Norris yesterday, and give you such information as I can of the condition of affairs here, but was prevented by a press of business which could not be postponed, and therefore desired the captain to give you an oral account.

The enemy is adhering closely to his cautious policy. The preparations for opening fire upon Yorktown seem to be nearly completed. His great superiority in artillery will probably enable him to dismount our guns very soon. When York river is thus opened to him, he will probably turn this army by sending his own up that river. Our scouts report that he has at Ship Point, his harbor, two hundred and fifty

transports, of which a third are steamers, and five kuarad batteaux. Such a move would compel us to abandon the Peninsula.

Is it not possible that the vessels of war of the Confederate States, now in Hampton Roads, will join in the attack upon our batteries? This would leave James river unthreatened for the time.

Would it be easily practicable for the Virginia to pass Fort Monroe to assist us? The destruction of a large number of his transports would disconcert the enemy, at least. This is a professional question, in which I have no opinion, having no knowledge.

The abandonment of the Peninsula will, of course, involve the loss of all our batteries on the north shore of James river. The effect of this upon our holding Norfolk, and our ships, you will readily perceive.

Captain Tucker's command covers our right flank. I am much pleased with his intelligence and zeal.

Most respectfully,

Your obedient servant,

J. E. JOHNSTON, *General.*

Flag Officer TATNALL.

A letter from General J. E. Johnston, dated May 1st, 1862, as follows :

HEADQR'S, LEE'S HOUSE, *May 1st, 1862.*

SIR: Finding it necessary to abandon this position, and regarding the evacuation of Norfolk as a consequence of that measure, I have directed Major General Huger to withdraw his troops from the place, and remove to Richmond.

I have also desired Captain Lee to abandon the navy yard, and report to the Secretary of the Navy, in Richmond, after saving as much as possible of the public property, and destroying, if practicable, what he cannot save.

I beg that the Virginia may cover these operations, and by holding Hampton Roads, prevent the enemy from Norfolk, from James river.

You will further oblige me by permitting the vessels under the command of Captain Tucker to continue to observe this and the upper portion of the river. They can, if pressed, place themselves within the obstructions near Richmond.

The disposal of the Virginia, after she has performed all the service that can be required of her, can be trusted more safely to no one than to yourself. The enemy will never have possession of her.

Most respectfully,

Your obedient servant,

J. E. JOHNSTON, *General.*

P. S.—After writing so far, I had the honor to receive your letter of yesterday. Your opinion on the subject to which it relates is conclusive to me.

Most respectfully,

J. E. J.

These letters were ordered to be placed upon the record. The Committee then adjourned till Saturday, the 31st inst.

Capt. PEGRAM, upon his evidence being read to him the day following its rendition, desired to make the following addition thereto :

Whilst in Southampton a board of experienced ship captains, at my request, examined the vessel, and decided that she was not in a condition to cross the ocean at that inclement season of the year, owing to her great weakness. They entered a written remonstrance with the Admiralty against the vessel being forced to sea at that season. Letters to this effect may be found on file in the department. Mr. Yancey is acquainted with all the circumstances of the case in regard to the vessel's weakness, and I believe was influenced by his knowledge of that fact from taking a return passage in her.

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SATURDAY, JAN. 31, 1863.

The Committee met at 10 o'clock. Present, Messrs. Clay, (Chairman) Semmes, Boyce, Barksdale, Dupre and Lyons. Mr. Foote was present, but was granted leave of absence.

Capt. SIDNEY SMITH LEE having been duly sworn, testified as follows :

Mr. BARKSDALE. Did you succeed Commodore Forrest in command of the navy yard at Norfolk ?

Capt. LEE. I did, sir.

Mr. BARKSDALE. Under whose control was the Virginia after Com. Forrest left ?

Capt. LEE. Under my control, as far as the repairs and equipment went.

Mr. BARKSDALE. After the Virginia was damaged in the fight at Hampton Roads under whose control were the repairs ?

Capt. LEE. Under my control ?

Mr. BARKSDALE. What was the extent of the damage done to her ?

Capt. LEE. She was not severely damaged at all. I mean to say by that, she was not materially injured—she was still fit for service.

Mr. BARKSDALE. State whether the navy department used proper exertions in forwarding the work upon the vessel.

Capt. L. Every exertion possible was made to forward the work. Our orders were to work day and night, and spare no expense in carrying the work through. I obeyed these orders strictly, having kept the men constantly at work. I don't mean to say we worked every night, but at night when it was necessary, and on Sundays as it was deemed advantageous.

Mr. BARKSDALE. The order was to spare no expense upon the ship, and to keep at work day and night upon her ?

Capt. L. Yes, sir.

Mr. LYONS. Will you be good enough to state, if it be within your knowledge, by whose order Norfolk was surrendered to the enemy, and what was the condition of its defences at that time ?

Capt. L. To answer that question correctly, I must begin by saying, that we were preparing for evacuation ten or twelve days before it took place. Gen. Johnston wrote once or twice to Gen. Huger and

myself to prepare for evacuation if it should become necessary, remarking that he was fearful that the abandonment of the Peninsula would necessitate the evacuation of the navy yard. Subsequently, Gen. Johnston wrote to us directing the final evacuation, and in conformity with that order and the order of Gen. Huger, the evacuation did take place. Gen. Huger, in his last letter, stated that a large force had landed on the Peninsula, that he had no force to receive them, and that we must evacuate.

Mr. LYONS. What was the capacity of Norfolk and the navy yard, at that time, to resist an attack?

Capt. L. We all considered it very strong. The defences around it were very perfect while the Merrimac was available to act in co-operation with them. We considered ourselves very strong and safe from the water and Norfolk defences.

Mr. LYONS. Did Gen. Huger remonstrate against the evacuation?

Capt. L. I think he did.

Mr. LYONS. Could Norfolk and the navy yard, in your opinion, have been held if Gen. Huger's force had remained there?

Capt. L. We so thought. We felt ourselves strong enough to hold them. The only danger we felt was from the land side. We were apprehensive of the enemy's coming in behind us from Suffolk, or West Point, but we felt ourselves strong enough to defend the river and the Norfolk side.

The CHAIR. Had the navy department, so far as you know, anything to do with obstructing the James river?

Capt. L. I knew nothing of the matter until I arrived here and took command.

The CHAIR. When did you take command?

Capt. L. The 15th of May.

The CHAIR. Do you know whether the work on these obstructions was commenced previously or not?

Capt. L. It was commenced previously.

Mr. MAXWELL offered the following resolution, which was adopted:

*Resolved*, That the Secretary of the Treasury be requested to furnish the Committee the original telegram to him from Gov. Moore, of La., in relation to the deficiency of funds in New Orleans for naval purposes, referred to in the testimony of said Gov. Moore, and if the copy be furnished, to have also furnished a copy of any endorsement of the original by the Secretary of the Navy.

W. E. M. TIDBALL was next sworn.

The CHAIR. The Secretary of the Navy has requested me to propound in his behalf to you these questions: 1st—State if you can precisely, at what time the navy department was called upon by the Commanding General, Lee, to aid the officers of the army to obstruct the James river.

Mr. TIDBALL. I think it was on the 8th day of May, 1862. [Mr. T. referred to a book containing a record of the matter, and found the date to be as given in his evidence.] He also read the following orders:



## SPECIAL ORDERS.

RICHMOND, *8th May*, 1862.

Commander E. Farrand, C. S. Navy, having been assigned to the charge of the battery at Drewry's Bluff, he will take command of the artillery companies at that place, and all troops of the army.

R. E. LEE, *General*.

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, *May 8th*, 1862. }

Commander E. FARRAND, C. S. N.—

SIR: As the senior officer on the spot, you will take command of the force at Drewry's Bluff, and make the best arrangement in your power to resist the enemy.

Three of the enemy's gun boats, one of their iron-clad, are in the James river, and they may be at Drewry's Bluff to-morrow morning; ammunition for your battery is being sent to you to-night, and two companies of artillery will also be sent. Sink the Jamestown, and any other of our gun boats that you may deem proper to close the river.

The enemy must not be permitted to pass, and your energy and ability are relied on to prevent them.

Very respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy*.

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, *8th May*, 1862. }

Commander E. FARRAND, C. S. N.—

SIR: In addition to the orders of this date, I have to say that it is reported to me that the iron-clad gun boat of the enemy is the only one of the three that has passed our battery at Day's Point, and that you will keep in view the chance of capturing her by boarding, or otherwise.

She can probably be carried by boarding, and if you think so, there must be a pass through your obstructions, to enable our vessels to get at her. I throw out this suggestion for your consideration.

Very respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy*.

*2d Question.* State fully the action of the Secretary of the Navy when this call was made, and produce the records of such action if you can?

Mr. TIDBALL. A telegraphic dispatch from City Point was sent to the Secretary of the Navy on the evening of the 8th of May, stating that three of the enemy's gun boats had passed the battery. The Secretary sent me with this dispatch to Gen. Lee. The General soon after came to the navy department, and asked if we had any officers we could put under his charge to aid in obstructing the river. The order which I have just read was given, and all the navy officers that were in the city available, were ordered there also; Com'r. Farrand to command. The officers and crews of the Patrick Henry and Jamestown were put under his command on the 9th and 10th of May, and on the arrival of the officers and crews of the Virginia on the 12th of May, they were also ordered under his command.

The following is a copy of the order of the 9th of May, issued by the Secretary of the Navy:

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, May 9th, 1862. }

Commander E. FARRAND, C. S. N.,  
In charge of James River Defences, Drewry's Bluff—

SIR: You must lose not a moment of time in adopting and perfecting measures to prevent the enemy's vessels from passing the river. This duty is committed to the navy, and you will establish your batteries, magazines and defences, with all possible energy, working day and night, if you have men enough, until completed.

I will send a medical officer to each vessel, and the vessels may serve, I suggest, as quarters for the batteries that are manned by their crews.

I am having some cover faces for guns made of heavy timber and iron, like the roof of the Virginia, and will send them to you. I suggest that you assign the erection of batteries to officers, and charge them with the duty of erecting and commanding them.

Commanders Page and Tucker, can thus render important service.

I am, respectfully, your obedient servant,

S. R. MALLORY, *Secretary of the Navy.*

These were the orders which were given at that time.

Maj. A. L. RIVES was next sworn.

Mr. MAXWELL. What is your position in the public service?

Maj. RIVES. Major of Engineers in the Provisional army.

Mr. MAXWELL. Were you assigned to the duty, and in charge of the work of obstructing the James river, and if so, by whose order, and when?

Maj. RIVES. I was acting chief of the bureau at that time, and consequently, not immediately in charge. I planned and visited frequently the works while in progress. The immediate engineer in charge there was Lieut. T. D. Mason. I was ordered to cause the construction of obstructions by Gen. Lee, late in February.

Mr. MAXWELL. Did the engineer department continue in charge of its labors upon these obstructions, and up to what time?

Maj. RIVES. They continued in charge of the obstructions up to about the 1st of May.

The CHAIR. Of last year?

Maj. RIVES. Yes, sir.

The CHAIR. Who had charge of the obstructions of the river previous to that?

Maj. RIVES. No one. There were no obstructions in existence previously. The ground was crossed sectioned, and piles sent for on the 9th of March. Cribs for obstructions were commenced about the 15th. Between the 20th and 25th of March, pile-driving was commenced there, and at that time Lieut. C. T. Mason was in charge. The unsatisfactory progress of obstructions was altogether due to an unprecedented spring season of almost continual freshets.

The Committee then adjourned until Tuesday, the 3d inst.

TUESDAY, FEB. 3d, 1863.

The Committee met at 10 o'clock. Present—Messrs. Foote, who acted as temporary Chairman in the absence of Mr. Clay—Lyons, Semmes, Barksdale and Boyce. Mr. Maxwell appeared, but was excused from serving.

Major W. M. B. WILLIAMSON being sworn, testified as follows:

Mr. SEMMES. What position do you occupy under the Government?

Major W. Engineer in chief of the navy.

Mr. SEMMES. Will you please state when the shaft of the Mississippi was put under construction at the Tredegar Works?

Major W. On the 5th of January, 1862.

Mr. SEMMES. By whom was it put under construction? Who had the superintendence of it?

Major W. It was put there by order of the Secretary of the Navy. I had the order to superintend its construction. The drawing came to me from New Orleans, and I directed the work to be done.

Mr. SEMMES. Whose duty was it to see after the expeditious completion of the work?

Major W. It was my duty and that of my assistants.

Mr. SEMMES. Do you know when the work on this shaft was actually commenced?

Major W. The shafts which went to make up the shaft for the Mississippi were the shafts of the Glen Cove, and were purchased six months before the work upon them commenced, which was the 5th of January, 1862. Some preparations were being made before that to carry on the work.

Mr. SEMMES. Do you know whether they worked steadily upon them or not?

Major W. Yes, sir; night and day, and even on Sundays. It was with great difficulty we got the proprietors to undertake the work at all. It took them three months to prepare before they commenced the work. They had to build cranes, furnaces, and a railroad car to transport the shaft, which necessarily required considerable labor and expense. The Secretary himself took very great interest in the matter, having visited the Tredegar Works every morning to see that the work on the shaft was rapidly progressing. I was very busy on the Merrimac at that period, and spent half of my time in Norfolk.

Mr. SEMMES. Do I understand you to say that the work was actually commenced on the 5th of January, or that they commenced preparing the means for that purpose?

Major W. They commenced the work on that day. In the midst of it, the blacksmiths struck for high wages and left for three weeks. The shafts were shipped on the 26th of March, as soon as finished.

Mr. SEMMES. You say the work was actually commenced on these shafts on the 5th of January?

Major W. Yes sir.

Mr. SEMMES. When did they first commence the necessary preparations to execute this work?

Major W. Probably two or three months before that. This work was to be done by the contractors at New Orleans, and the order to have it done here was quite unexpected. The contractors went to work and got the shaft half completed, but failed to carry it out. These shafts were 12 inches in diameter, and they had to be turned down to nine inches, and then welded.

Mr. SEMMES. When did you receive the drawing for the construction of this shaft?

Major W. About two months before the work was commenced. As soon as the drawing was received, we went to work with the furnaces.

Mr. SEMMES. Do you know whether that shaft could be constructed at any other point of the Confederacy?

Major W. It could at the Gosport navy yard. I regretted afterwards that we did not construct it there. I am satisfied it could be done there in much less time than at the Tredegar Works. We had a steam hammer there, which would have materially facilitated the work.

Mr. LYONS. Please to state whether from anything that came under your observation, you discovered any negligence or indifference as to the prompt performance of the work on the part of the Secretary of the Navy.

Major W. No sir. He took more interest in that vessel than he took in all the other vessels built in the country. I felt at that time more interest in the Merrimac than I did in the Mississippi, but he pressed me to attend to the work on this shaft.

The communications from Gen. Lovell to the War Department previous to the fall of New Orleans, called for a few days ago by a resolution of the committee were here submitted, and read as follows:—These communications were also called for by the House of Representatives, and by them furnished to the Committee.

## CORRESPONDENCE BETWEEN THE WAR DEPARTMENT AND GENERAL LOVELL

*Relating to the Defences of New Orleans. Submitted in response to a Resolution of the House of Representatives, passed third February, 1863.*

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### MESSAGE OF THE PRESIDENT.

RICHMOND, VA., March 11, 1863.

*To the House of Representatives—*

In response to your resolution of the third ult., I herewith transmit for your information a copy of my correspondence, together with that of the Secretaries of War and of the Navy, with the Governor of Louisiana and with Major General Lovell, during the period beginning Octo-

ber 25, 1861, and ending with the date of the capture of the city of New Orleans, in reference to the defences of that city.

JEFFERSON DAVIS.

COMMUNICATION FROM THE SECRETARY OF WAR.

CONFEDERATE STATES OF AMERICA,  
*War Department,*  
 Richmond, Va., *Feb. 27, 1863.* }

*To the President of the Confederate States—*

SIR: I have the honor to submit, under a resolution of the House of Representatives, copies of the correspondence between Major General Lovell and the War Department in reference to the defence of New Orleans, from the 25th October, 1861, to the date of the surrender of that city; also, copies of the correspondence on file in this department, between the President and Secretary of War and the Governor of Louisiana, on the same subject. A copy of General Lovell's report has been, already, submitted to Congress. It is believed that all the correspondence, pertinent to the subject, is embraced in the volume now placed before you.

Very respectfully, your obedient servant,

JAMES A. SEDDON, *Secretary of War.*

[Copy.]

C. S. A., EXECUTIVE DEPARTMENT,  
 Richmond, Va., *Feb. 4, 1863.* }

*To the Hon Secretary of War—*

SIR: I am directed by the President to forward for your attention and the proper action, the following resolution of the House of Representatives of the 3d instant:

“*Resolved by the House of Representatives, That the President be requested to furnish this body, if not incompatible with the public interests, with copies of the correspondence between Major General Lovell and the War Department, in reference to the defences of New Orleans, from the 25th October, 1861, to the date of the surrender of that city; also, copies of all correspondence between the President or Secretaries of War and Navy and the Governor of Louisiana, on the same subject.*”

Your obedient servant,

(Signed)

BURTON N. HARRISON,  
*Private Secretary.*

CONFEDERATE STATES OF AMERICA,  
*Navy Department,* }  
 Richmond, Va., Feb. 9, 1863. }

*The* PRESIDENT—

SIR : In response to the following resolution adopted by the House of Representatives, on the third instant :

“ *Resolved by the House of Representatives,* That the President be requested to furnish this body, if not incompatible with the public interests, with copies of the correspondence between Major General Lovell and the War Department, in reference to the defences of New Orleans, from the 25th October, 1861, to the date of the surrender of that city ; also, copies of all correspondence between the President or Secretaries of War and Navy and the Governor of Louisiana, on the same subject.”

I have the honor to state that this department had no correspondence with the Governor of Louisiana in reference to the defences of New Orleans, from the 25th of October, 1861, to the date of the surrender of that city.

I transmit, however, copy of a letter addressed to the Governor of Louisiana, on the 18th of September, 1861, by the department, to which no reply was received.

With much respect, your obedient servant,

S. R. MALLORY, *Secretary of the Navy.*

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### CORRESPONDENCE.

(No. 1.)

RICHMOND, VA., *October 17th, 1861.*

*Gen. M. Lovell*—

SIR : I am induced by the impression made on the mind of the Secretary of War, in a conversation which you had with him just before your departure, to write to you on the subject of your relations to the officers of the navy. When you mentioned the subject to me, I supposed you referred to the case provided for in the 61st and 62d Articles of War, as enacted by the Congress of the Confederate States. Therefore it was that I read and commented on those articles, particularly the 62d. The fleet maintained at the port of New Orleans and its vicinity is not a part of your command ; and the purposes for which it is sent there, or removed from there, are communicated in orders and letters of a department with which you have no direct communication. It must, therefore, be obvious to you that you could not assume command of these officers and vessels coming within the limits of your geographical department, but not placed on duty with you, without serious detriment to discipline and probable injury to the public service.

To promote harmony, to secure co-operation and increase the power for public defence, it will often be desirable that each arm should know the objects and means of the other ; to this end, it is hoped that there will be unrestrained intercourse and cordial fraternization.

Very respectfully, yours,  
(Signed) JEFFERSON DAVIS.

A true copy.

G. W. CUSTIS LEE, A. D. C.

(No. 2.)

HEADQUARTERS DEPARTMENT NO. 1, }  
New Orleans, Oct. 18th 1861. }

Hon. J. P. BENJAMIN, *Acting Secretary of War*—

SIR: AS this city, the first in importance in the Confederacy has been greatly drained of arms, ammunition, medical stores, clothing and supplies for other points, I would respectfully suggest that the heads of bureau be requested to order nothing further of that description to be forwarded from here until we have provided ourselves with a fair supply for the force required for the defence of this city. Anything that, in my judgment, could be spared, I would readily send forward, but it will require great exertions to put ourselves in a proper state of defence, and nothing should be divided from that purpose until the object is attained.

The actual state of preparation I shall not put on paper.

When companies or regiments, enlisted for twelve months, have been in service under State authority for a portion of the time and are then transferred to the Confederate service, persistent objection is made in some instances to being mustered for a longer period than the balance of the original twelve months. Most of these have fully nine months to serve, and as the fate of New Orleans for this season, must be settled within that time, I shall not stand upon that point, unless you direct me by telegraph to do so.

I am greatly in need of two things, viz : an assistant adjutant general, acquainted with the details of office matters, forms, &c., who can instruct the volunteers and keep the records in such shape that claims may be settled at some indefinite future period ; and some saltpetre for the manufacture of powder.

While the first would greatly facilitate matters here, it is not indispensable—the latter is.

We are daily expecting funds, without which we cannot get on a great while.

Respectfully, your obedient servant,  
M. LOVELL,  
*Major General Commanding.*

(No. 3.)

NEW ORLEANS, October 23, 1861.

Hon. J. P. BENJAMIN—

Is it impossible to give us powder or saltpetre, in quantity, immediately ?

M. LOVELL.

(No. 4.)

RICHMOND, *October 23, 1861.**Gen. M. LOVELL, New Orleans—*

We calculate that we have sent in powder and saltpetre to New Orleans, within the last month, the equivalent of five hundred barrels of powder, to be added to the stock previously on hand. We can spare no more at present without urgent necessity. Telegraph me what your whole supply is.

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 5.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters, Department No. 1,*  
New Orleans, *Oct. 25, 1861.* }

*Hon. J. P. BENJAMIN, Acting Secretary of War—*

DEAR SIR: I have received your telegram relative to the amount of powder and saltpetre sent to this point, within the past month; but think it hardly advisable to make known our deficiency through the telegraph office.

Your dispatch says that "the equivalent of five hundred barrels of powder has been sent here within a month." I find no correct returns of ordnance and ordnance stores from the various posts; but have sent a circular calling for them, and am getting them in. I know that the acting ordnance officer has several invoices of powder, which have not yet come to hand. Admit, however, that we have five hundred barrels. We have now at the various forts and approaches, two hundred and ten guns in position, and about one hundred more that we shall soon have in place; giving, in all, three hundred and ten guns, of the calibre of a twenty-four pounder, and upwards. The average charge, large and small, will be eight pounds for each gun, or two thousand four hundred and eighty pounds for a single piece. Five hundred barrels contain fifty thousand pounds, which would give us twenty rounds per gun—not more than enough for an hour's fight. But the powder received from Memphis was quite worthless; more than thirty barrels invoiced to us have not arrived, and we loaned Com. Hollins the powder with which he made his attack upon the vessels above the passes, a few days since. We have therefore, less than twenty rounds per gun. I am hurrying into operation two mills which will give us six or eight thousand barrels per day, if we can get saltpetre; and have sent an agent to contract for working some of the idle saltpetre caves in the adjoining States. Of sulphur and charcoal we have a supply.

The want of powder is our only glaring deficiency. I do not allow an ounce to be burnt unnecessarily, and am straining every nerve to add to our supply.

If I can get saltpetre, and the enemy will give us a few weeks, which I think he will do, we shall be pretty well prepared to defeat him. With one hundred rounds per gun, I should feel pretty safe.

Respectfully, your obedient servant,

M. LOVELL,  
*Major General Commanding.*



(No. 6.)

NEW ORLEANS, *October 26, 1861.**Hon. J. P. BENJAMIN:*

Your dispatch about powder received; will answer fully by mail.  
M. LOVELL.

(No. 7.)

C. S. A., WAR DEPARTMENT, }  
Richmond, *Oct. 29, 1861.* }

SIR: Your letter of the 18th instant was not received till yesterday, 28th. I telegraphed you to-day that we have no power to receive troops for less than twelve months. But where troops offer themselves specially for local defence, they may be accepted in any proportion and for any term, as they are a mere improved militia, not entitled to pay or subsistence except during actual service. See act of 21st August, No. 229, of 3d session.

I cannot restrain the heads of bureau from purchasing or forwarding supplies from New Orleans. This interference with commerce exceeds my power, except in case of extreme urgency. I much prefer that you should make requisition for everything in the way of supply that you need, and have your purchases made in New Orleans; and thus it is easy to prevent the removal from the city of what is required for its defence, without infringing on the rights of any one.

I anxiously await your letter about the supply of powder and saltpetre. I cannot conceive what has become of the quantity recently sent to New Orleans, say within the last six weeks. I hope your demand for supply was based on erroneous information from persons who did not know the facts.

I have ordered a young officer, said to be of high merit, as an engineer, to report to you, (1st Lieut. Cunningham,) just appointed in artillery, with a view to assign him to engineer corps, if he proves as competent as represented.

I am much gratified to learn, from different sources, that you have succeeded in inspiring general confidence in New Orleans, thereby justifying the confidence reposed by the Government in yourself.

Your obedient servant,

J. P. BENJAMIN,  
*Acting Secretary of War.*

*Maj. Gen. M. LOVELL, New Orleans.*

(No. 8.)

CONFEDERATE STATES OF AMERICA, }  
Headquarters Department No. 1, }  
New Orleans, 31st October, 1861. }

*His Excellency President DAVIS —*

DEAR SIR: The works for the defence of this city are progressing rapidly, and I think in a couple of weeks we can defeat any force that shall attempt invasion, if we can provide ourselves with powder. I have now one mill in operation which will turn out twelve hundred pounds per day, another which can make fifteen hundred, and in two weeks hope to have a third in full blast, which will make three thou-

sand or three thousand five hundred pounds per day. I have your dispatch about saltpetre, and am looking for it daily, but we ought to have to-day fifty tons of cannon powder on hand, besides what we can make. My letter to Mr. Benjamin, of the 25th instant, will give you an idea of what we require to serve our guns. I think we can fix the raft between forts Jackson and St. Phillip, so as to make a complete obstruction under the fire of those works. I send you enclosed a sketch of the works and raft, the dotted black lines above the latter, running diagonally to St. Phillip, represent an arrangement which I propose to shed the drift over towards the opening in the raft on the Fort Jackson shore.

With your permission I will urge strongly upon you the appointment of Col. J. K. Duncan as a brigadier general; he is worth a dozen of Ruggles, and has rendered most efficient service with a zeal, untiring industry and ability which entitle him to your high consideration. Had he more rank he could be of great assistance to me in organizing and giving directions, and I can assure you that help would not be unacceptable, as I have to keep driving all day, and frequently the larger part of the night. If you have serious objections I will not press it, but the public service would be advanced by giving him rank enough to direct, and if necessary order, the colonels of volunteer regiments in this department, who require a great deal of *dry-nursing*. Gen. Bragg consents to the removal of Major Lovell to service here. I have two armed boats which he could use to material advantage on the coast of Mississippi, where I am sorry to say are many disaffected persons who will communicate with the enemy at every opportunity.

I receive every assistance here, except from some of the speculators, who endeavor to secure materials that the Government must have. The first operation I can fix upon them I shall publish their names to the community.

I am inclined to think that the attack on this coast will be on Mobile from East Pascagoula by land, with a strong demonstration by water. Is that city defended by intrenchments on the land side?

Respectfully, your obedient servant,

(Signed)

M. LOVELL.

(No. 9.)

NEW ORLEANS, Nov. 4, 1861.

Hon. J. P. BENJAMIN:

Will the Secretary of the Treasury allow us to use the marine hospital for military purposes? Shall I recognize foreign consuls?

M. LOVELL.

(No. 10.)

RICHMOND, Nov. 4, 1861.

General M. LOVELL, New Orleans:

Foreign consuls are recognized by our Government in all commercial matters. What kind of military use do you propose to make of the marine hospital? Answer, and I will apply to Secretary of the Treas-

ury. I ordered ten tons of saltpetre sent to you by express from Augusta arsenal.

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 11.)

RICHMOND, Nov. 6th, 1861.

*General M. Lovell, New Orleans:*

Secretary of Treasury says you may have hospital if the collector has not made a different disposal of it by contract. See Hatch and show him this dispatch.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 12.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,* }  
New Orleans, Nov. 8, 1861. }

*Hon. J. P. Benjamin, Secretary of War—*

DEAR SIR: Governor Moore has just handed me your dispatch of today relative to saltpetre.

The amount therein (24 tons,) will all have been received when the 10 tons, now on their way from Augusta, shall arrive. The acting ordnance officer, Captain Rawle, informs me that he has not yet acknowledged the receipt of the 14 tons already received, because he has had no invoices with the greater part of it, and does not know from whom it came.

The only invoice we have from Augusta, is that for 10 tons, now on the way. Every pound we have on hand is being made up into powder, but a good deal of it is so mixed with foreign matter that it does not give more than pound for pound of powder. But when all made up, it will only make about 50,000 lbs., which, when distributed, will give us about 20 rounds per gun, as fully explained in my letter to you of 25th ultimo.

We have a battery of light artillery here, raised by order of General Twiggs, composed of Confederate recruits under Capt. Higgins, with a compliment of four horses to each gun and caisson. He applies to me for a farrier, which I consider necessary and a judicious economy, but find no legal authority for employing one. I am satisfied that a good farrier would more than pay for himself, especially here where the price of horses is so high. Will you authorize his employment?

I have been requested to ask your attention to the case of Dr. S. Burke, now on duty at Fort Jackson. He was the surgeon on duty with the Louisiana regiment of artillery, when it was mustered into the Confederate service on 1st June, but, by some oversight on the part of the mustering officer, he was not transferred. He nevertheless remained at his post on severe duty from that time up to 21st September, when he received his commission. This he hesitates to accept as he thereby loses nearly four months rank and pay, and one of his juniors take precedence of him. He asks that his appointment may date 1st June,

the day of transfer of the regiment which he has been serving since its entry into service. His zeal and attention to duty are highly spoken of by his commander, Col. Duncan, who intercedes for him in this act of justice.

I have the honor to acknowledge the receipt of your printed circular of instructions, as also of your letter of 29th ult. I have to thank you for the expression of confidence therein contained, and shall do my utmost to prove that the administration has made no mistake in my case. We are progressing rapidly towards a good state of defence. The interior line of works will soon be complete and the guns mounted. I have increased the armament of forts Pike and Macomb by four forty-two's each, and have sent 12 to Col. Duncan for the forts below. I think we shall make a complete obstruction of the raft, (see the sketch I sent the President,) and if we stop the enemy's ships we can hammer him to pieces, (*if the powder holds out.*)

I have sent 1,000 men to Berwick's Bay, and have called for four companies of mounted men, (local defence men,) from St. Mary's parish, mainly to show themselves occasionally among the negroes.

Respectfully, your obedient servant,

M. LOVELL,  
*Major-General Commanding.*

[COPY OF DISPATCH ABOVE REFERRED TO.]

“ RICHMOND, Nov. 8, 1861.

“ Gov. THOMAS O. MOORE, *New Orleans* :

“ It is impossible for me to comprehend what has become of the saltpetre sent to New Orleans.

“ I have sent twenty-four tons, and cannot learn that one pound has been received, or one pound of powder made. On the 26th September three tons were sent by freight train. On the 27th September one ton was sent by express. On the 1st October three tons were sent by express. On the 2d October seven tons were sent by express. On 2d November ten tons were sent by express. All this was sent from Augusta, and I cannot get the acknowledgment that one pound was ever received; you now say you have not one ounce.

“ This mystery must be explained before I can send any more.

“ (Signed)

J. P. BENJAMIN,  
“ *Acting Secretary of War.*”

(No. 13.)

C. S. A. WAR DEPARTMENT, }  
Richmond, Nov. 17, 1861. }

*Major General M. LOVELL, New Orleans—*

DEAR SIR: I have your letter of the 8th instant, and am happy to learn that the saltpetre has been received in New Orleans. I beg your special attention to the manufacture, as from imperfect refining of the saltpetre, much of the powder made at different points absorbs moisture so rapidly as quickly to become worthless. Our supply of powder, and of material for its manufacture is so small, that it would be really a calamity to exhaust our material, and find the powder valueless.

I received your former letter in regard to the quantity of powder re-

quired in your department, and am anxiously awaiting the promised report of the ordnance stores on hand, for there was of course quite a quantity of powder on hand before the saltpetre was sent. I beg you will have made for me as early as possible, a complete official return of all "ordnance and ordnance stores" in your department, as it is impossible for me to introduce regularity into the administration of this department without such returns. I always feel a suspicion when they are not furnished, that makes me reluctant to respond to requisitions.

I have also learned to regard with great distrust the statements of manufacturers of what they are going to make. A statement of the actual results of one week's work in the powder mills in New Orleans would be far more satisfactory than any number of assurances of prospective efficiency. I see no objection to your employing a farrier if necessary for your company of light artillery. The law, however, does not permit the *enlisting* of such an artificer to any other than cavalry companies.

In regard to Dr. Burke's case, I beg you to inform him that many such cases exist, but I cannot remedy them until I get authority from Congress, which I am now about to ask, and hope to obtain.

As some additions have been made to my printed circular, I send you another copy as amended.

I am much gratified to hear of your rapid progress in perfecting the defences of New Orleans, and especially from different friends of your success in inspiring confidence amongst our people.

Your obedient servant,

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 14.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1.*  
New Orleans, La., Nov. 19, 1861. }

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

DEAR SIR: Since my last communication, we have steadily progressed in our preparations for defence; six tons of powder have been made and distributed to the various works in due proportion. I have increased the armanent of Fort Pike by four 42-pounders, Fort Macomb with five 42's and one 8-inch shell gun, Fort Livingston with one 8-inch columbiad, and Forts Jackson and St. Phillip with six 42-pounders each. The raft in the river between the last named forts has been further secured by four anchors, of 300 pounds each, and fastened by heavy chains to either shore, and I think will stop a fleet under the close fire of more than 100 heavy guns, (with Com. Hollins assistance about 150.) Feeling satisfied that ships under steam can pass forts in an open channel, I am taking prompt measures to obstruct the passage at Forts Pike and Macomb, at Berwicks Bay, and in the Mississippi above the city, at a point where I shall concentrate the fire of 50 guns of heavy calibre. I have ordered the marine hospital to be fitted up for army use, by the Quartermaster. On inquiry, I found that we could not rent a hospital for less than \$3,000 per annum, and it would cost half as much more to fit it up. Besides this, we have three or four

buildings for ordnance stores. The sum of these rents laid out on the hospital will enable it to answer all purposes, and the improvements will belong to the government. Nothing will be lost in rent.

We shall have in operation in a few days three powder mills, two of which are private property, and one belongs to the city. They will turn out more than three tons per day. The powder is proved and rejected if much under range. We will want all the saltpetre that can be had; as we will be able to work up about three tons a day. Permit me to call your attention to the necessity of a telegraph line between Meridian and Mobile, also between Meridian and Montgomery. The line hence to Mobile runs along the coast, and can be cut at any time by a force from the enemy's fleet, to say nothing of the largely disaffected population on the Southern coast of Mississippi. I enclose you a letter received from Mr. Douglas on this subject. It requires immediate attention.

Gen. Pillow telegraphed me to send him five thousand men to Columbus. This I declined, as I have no more than are necessary for the defence of New Orleans and its approaches. If the river had been obstructed above so as to prevent a fleet from passing down, I might have felt justified in giving him some assistance; but I should have attached more weight to the call, if it had come from Gen. Johnston.

I regret that I cannot have some columbiads and mortars in addition to my present armament.

Some of the detached companies transferred from the State service under Gen. Twiggs orders, have become much reduced and disorganized by bad management and poor officers, and I should wish to have power to disband some and consolidate others, so as to make the force more effective; also authority (under your sanction,) to discharge men in certain cases of hardship, family affliction or where they are required for important work: as for instance, some cases of widows' only sons, or where parents have died since entry into service or when they are required in foundries or workshops where government work is being done. I should exercise such authority very sparingly, and only in cases where I feel satisfied you would approve.

Col. Preston, who was to join my staff, has gone to South Carolina. Am I not entitled to two officers in the Adjutant and Inspector General's Department, one Lieutenant-Colonel and one Major?

I have received the appointments of Majors Palpey and Lanier. Gen. Ruggles has been sick since his arrival here, which has devolved all the inspection of troops upon me from Berwick to Mississippi city. I was in hopes that the President would act on my request in relation to Col. Duncan.

Matters, however, by dint of incessant attention are progressing favorable, and I hope soon to be able to report myself as beyond the chances of an attack.

Has your attention been called to the fact that the enemy can land near East Pascagoula, and march 24 miles over a good road into Mobile? I understand that there are no entrenched lines on the land side around that city, but can hardly think it possible that it has not been done. If so, it is an easy road from Ship Island to Mobile.

Respectfully, your obedient servant,

M. LOVELL, *Major General, C. S. A.*

(No. 15.)

NEW ORLEANS, Nov. 20, 1861.

Hon. J. P. BENJAMIN—

Do you want any more sulphur seized for the government.

M. LOVELL.

(No. 16.)

RICHMOND, Nov. 25, 1861.

Gen. M. LOVELL, *New Orleans*—

I think it best to avoid seizure whenever possible. If you can buy the sulphur at a price not exceeding \$200 per ton, I prefer that to seizing it. Buy all the nitric and sulphuric acid you can find at any reasonable price. If extortiou is attempted, seize it and have it valued.

J. P. BENJAMIN,

*Secretary of War.*

(No. 17.)

NEW ORLEANS, Nov. 27, 1861.

Hon. J. P. BENJAMIN:

I have sent the thirteenth (13th Louisiana and third (3d) Mississippi regiments—sixteen hundred men to Columbus.

M. LOVELL.

(No. 18.)

CONFEDERATE STATES OF AMERICA,

*Headquarters Department No. 1,**New Orleans, La., 5th Dec., 1861.*Hon. J. P. BENJAMIN, *Secretary of War*—

SIR: I avail myself of Col. Davis' trip to Richmond, to send you a map and description which will give you some definite idea of the existing condition of affairs in this department.

Commencing at Calcasin Bay, we have one company with two 24-pounders, which are now being put up, and will prevent foraging parties from reaching the cattle-grazing prairies around the head of that lake. At Grand Chanine there is a company of militia that I am furnishing with one six pounder gun. In St. Mary's parish there are two companies of infantry and one battery (at Franklin.) I have also mustered one company of cavalry "*for local defence.*" These troops are also intended for moral effect in that densely slave populated section.

Passing east to Atchaplaloga Bay, I have placed there a regiment of 1,000 men, less two companies at Franklin, having one company each at Forts Berwick and Chene, at each of which forts are mounted one 32-pounder rifled gun and four 24-pounders. I have thus strengthened this point, because the railroad which supplies us with Texas cattle, here approaches very near to the coast, and is accessible with eight feet of water. I have also ordered the main channel of the Atchaplaloga to be filled, by sinking live-oak trees, leaving open an intricate channel eighty feet wide for the entrance of vessels running the blockade. Flats loaded with live-oak will be kept in readiness to sink in this channel at

a moment's warning. Rafts are also being prepared to obstruct the bayous under the guns of Forts Berwick and Chene.

We can support this point in four hours by the Opelousas road by troops from the city. There is no navigable bayou until we reach Grand Caillon, on which I have a work with two 32-pounders and two full companies. The other bayous are unnavigable except Lafourche, on which I have also located a work with two 32's and two companies of men. These works extend from swamp to swamp on either side of the bayous.

At Fort Livingston are four companies (about 300 men,) with one rifled 32, one 8-inch columbiad, seven 24's and two flank howitzers (24's) with four 12-pounders on the land side. Should this work be passed, all the inlets converge at the Little Temple, where a work is just finished, where I shall put two 32's and a hundred men.

On the Mississippi, Forts Jackson and St. Phillip are in good order, and garrisoned by ten companies, nearly 1,000 men. They are armed as follows:

Fort Jackson.—Six 42-pounders, twenty-six 24-pounders, two 32-pounder rifles, sixteen 32-pounders, three 8-inch columbiads, one 10-inch columbiad, one ten and two 8-inch mortars, with two 48 and ten 24-pounder howitzers.

Fort St. Phillip.—Six forty-two pounders, nine thirty-two pounders, twenty-two twenty-four pounders, four eight inch columbiads, one eight and one ten inch mortar, and three field guns. Between the forts the river is completely obstructed by a raft of logs securely chained to both banks and held by fifteen large anchors, weighing from two thousand five hundred to four thousand pounds each, and laid in twenty-five fathoms of water, with sixty fathoms of strong chain. This raft is a complete obstruction, and has an enfilading fire from Fort Jackson and a direct fire from St. Phillip.

On the lake Borgue side, we have, first, a work one mile back from Pruelorsville with six guns, (two 32's and four 24's,) with one hundred men. They can be reinforced from the city by the Mexican Gulf railroad. I have contracted for a telegraph line from here to the work, to be paid for by the city.

At Tower Duprue there is one large company, with five twenty-four pounders. The adjoining bayou has been obstructed by piles. At Battery Bienveau I have one hundred men with ten 24-pounders.

Fort Macomb is garrisoned by three companies, (250 men,) and armed with four 42's, one eight inch columbiad, twenty-one 24-pounders and four flank howitzers, (24's.) The live-oak grove which grew within three hundred yards of the fort, and offered a secure approach for the enemy, I have had felled at a cost of \$1,000, of which the State paid half and the city half.

Fort Pike has a garrison of three hundred and fifty men and the following armament: Four forty-two pounders, one nine inch and one eight inch gun; two thirty-two pound rifled guns; twenty twenty-four pounders, and five twenty-four pound flank howitzers. I have had logs cut and chains and anchors bought to obstruct the channel, both at forts Macomb and Pike. I have, also, contracted to shoal the mouths of West and East Pearl river to four feet, by sinking obstructions.



I keep a regiment and a field battery in advance at Bay St. Louis and Pass Christian, and have made a depot of fifteen thousand rations at Ganesville, in case they are driven back, suddenly, from the coast, by a large force of the enemy.

The foregoing comprises the exterior line, with which I am in communication, by telegraph, to Berwick's Bay, Fort Jackson, Fort Mecom and Fort Pike. Instructors have been sent to the various forts requiring it, and the garrisons are all quite proficient in the drill of the sea-coast gun.

The interior line, as you will observe on the map, composes, with the intervening swamps, a complete, continuous line around the city, including Algiers within its limits. It is almost entirely finished. Ten thirty-two pounders are mounted on the line below the barracks at its junction with the river, and ten forty-two pounders will soon be up on the opposite side, giving a cross fire of twenty guns at that point. The lines extend to the swamp on each side, and have flanking arrangements for thirty-two pound carronades to sweep the whole point. Their development is eight and a half feet, with a wide ditch which is filled with water. On the Gentilly Ridge the same kind of work, with four guns; on the Ponchartrain railroad, five guns; the canal, four guns; the bayou St. John, four, and the Jefferson railroad, two guns; all with flanking arrangements for infantry. The guns of these small works will all be mounted within ten days.

Above the city the line extends from the swamp to the river, with flanking arrangements for artillery, and terminates at the river with a powerful battery of fourteen forty-two pounders. At this point Major Lovell is building an obstruction under the fire of this battery, which I think will prevent any vessel from passing down the river.

On the Algiers' side the line is just behind the Barataua canal, and runs from the river to the swamp. It is all complete except the battery on the river, where it is intended to mount ten thirty-two pounders. The whole should be mounted in two weeks, when New Orleans will be a citadel.

The exterior line is manned by about four thousand five hundred men, and have about three thousand five hundred for the interior line, besides about six thousand well armed volunteers in the city who are uniformed and drilled. With fifteen thousand men I can defend the city against any force that can be brought, unless we are attacked on all sides at once. I have, also, had two sham parapets made in the city, and some guns mounted as schools of practice for the volunteers. In enumerating the troops, I do not reckon two regiments (one thousand six hundred men) that I sent up to Columbus last week, to General Polk's aid.

The two powder mills are in running order, one at the barracks and one at the old marine hospital. Major Rains came down last week, and after a full inspection, reports that they can easily turn out two tons of powder per day, and I am making a contract with responsible parties here for two hundred tons of saltpetre; sulphur and charcoal we have in abundance. The new marine hospital is being fitted up at a small cost, one-half for a hospital and the other for a laboratory and store rooms for munitions of war, implements, arms, etc. With a sufficiency of powder, I should consider myself in a position to hold New Orleans for an indefinite length of time. The only point then for consideration would be

provisions. I am endeavoring, silently, through other parties, to induce holders to lay in not less than sixty thousand barrels of flour, of which the city consumes about eight hundred per diem. This, with beef cattle from Texas and from Mississippi, via Mardville, would enable us to stand a siege of two or three months, if it should be necessary.

I have thus endeavored to give you a rough sketch of the progress that has been made in the work assigned me by the administration. There are a thousand minor matters which have taken up a good deal of time and given much trouble, but the heaviest part of the work is done. The amount of labor involved has been more than I anticipated, as matters were in a much worse condition than I could have supposed possible; but I have no hesitation in saying that I regard New Orleans at present as strong enough to withstand any attack that is likely to be made.

Respectfully your obedient servant,

M. LOVELL,  
*Major-General commanding Department No. 1.*

(No. 19.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
Richmond, Dec. 7, 1861. }

*Maj. Gen. M. LOVELL,*

*Commanding Department, Headquarters, N. Orleans—*

SIR: I respectfully enclose you, for your attention, a copy of a letter recently received by the President from Samuel A. Cartwright, of New Orleans. The subject is referred to you for consideration and for such action as you may deem proper.

I am, respectfully sir, your obedient servant,

(Signed)

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

(No. 20.)

CONFEDERATE STATES OF AMERICA, }  
*Headquarters Department No. 1,* }  
New Orleans, La., Dec. 10, 1861. }

*General S. COOPER,*

*Adj't and Insp. Gen'l C. S. Army—*

SIR: When I assumed command in this department I found that a number of independent companies, originally mustered into the State service, had been transferred to the Confederate service at the request of General Twiggs.

Some of these companies had very poor officers, and in many cases the ranks were filled, in part, with men totally unfit for military service; and the sifting out of these companies has, in some instances, reduced them below the number required.

What I desire to know is, whether in companies, thus reduced, and when the officers are manifestly incompetent, I cannot have the authority to break them up, or to transfer the good men, and let the officers be turned over again to the State authorities.

I could thus add much to the efficiency of the service, while materially diminishing the expense in getting rid of inefficient and supernumerary officers.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,

*Major-General commanding Department.*

(No. 21.)

CONFEDERATE STATES OF AMERICA, }  
*Headquarters Department No. 1,* }  
 New Orleans. La., Dec. 10, 1861. }

*Gen. S. COOPER, Adjutant and Inspector General—*

SIR: After great delay and many blunders, I have succeeded in getting up a return of the troops in my department for the month of October. It is not as accurate as it should be, but will give you an approximate idea of the force here. I have sent the 13th Louisiana and 3d Mississippi regiments to Columbus, at the earnest instance of the generals in command there, but have called upon Governor Moore for two regiments to replace them, which I have ordered to be mustered. I do not know whether this exceeds my authority or not; if it does, please give me the necessary orders, as I want all the men I can arm. The November returns shall not be delayed so long.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,

*Maj. Gen'l Com'g Dep't.*

(No. 22.)

RICHMOND, December 12, 1861.

*Gen. M. LOVELL, New Orleans—*

The Governor of Kentucky has sent a commission asking our aid to seize the property of the banks of Kentucky that may be found in New Orleans. Congress is now deliberating on the proper measures. In the meantime you are instructed to seize and hold, till the pleasure of Congress is known, all the property, funds and assets belonging to the different banks of Kentucky that can be found in New Orleans, whether deposited in any of our banks or in the hands of agents of the banks of Kentucky.

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

(No. 23.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
 Richmond, December 12, 1861. }

*Major General M. LOVELL,*

*Com'g Dep't, &c., Headquarters New Orleans—*

SIR: I have read your endorsement of the 29th ult. on the letter of Major Lovell, now on duty under your command, asking that he may

be appointed lieutenant colonel in the provisional army and ordered to continue on duty with you. I have already informed Maj. Lovell that such appointment is impossible. The law does not authorize appointments in the provisional army other than staff appointments, except to command troops actually in service.

I am, respectfully,

Your obedient servant,  
(Signed)

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

(No. 24.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
New Orleans, La., 16th Dec., 1861. }

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

SIR: I have the honor to acknowledge the receipt of yours of the 7th instant, enclosing a letter from Dr. Cartwright to the President, relative to the Mexican Gulf railroad.

I am not aware that the government, or the parties who claim to have purchased the road, have any intention of using the iron for ship-building purposes, nor do I believe that any such purpose exists. Had any plan of that railroad been laid before me, I should have weighed the respective advantages to the government of using the iron on the road or on the ships, and decided accordingly. I am well satisfied that the whole scheme is to make a grand speculation for private purposes, either by selling the iron in this market, or by forcing the road upon the government at an exorbitant price.

I have a work at Proctersville, across the railroad, mounting six thirty-two pounders, and manned by one hundred men, distant from the city twenty-seven miles, which covers the valuable plantations along the left bank of the river. To reinforce this work rapidly I have constructed a switch from the Pontchartrain to the Mexican Gulf road, at a cost of one thousand six hundred dollars, and am putting up telegraph lines between the city and Proctersville, which will enable me to receive early notice, and by using the rolling stock of the Pontchartrain road to send down four thousand men in four hours. It is this arrangement that I do not wish to be interfered with by what I consider a "rail speculation." The only order I have given in the case is to say that the road shall not be torn up so as to prevent the passage of troops. I have told them they may take up the present rail, and put down the T rail, but they decline. Of one thing I am sure, the government has no prospective benefit in what the company propose to do.

To avoid, however, the exercise of military authority, if possible, I sought other means of obtaining the end in view, by ordinary process of law. Learning that the State has mortgages upon the road, I consulted with the attorney general, who is now taking the necessary steps to prevent, by an injunction, any damages being done to it, so as to preserve it intact for the better security of the claims that the State has upon it. I consider it, therefore, hardly necessary to discuss the pro-

priety of military interference as long as the matter is, or forthwith will be, with the civil authorities, but have merely mentioned the foregoing facts to give you the correct data in the premises.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

No. 25.)

C. S. A. WAR DEPARTMENT, }  
Richmond, 18th Dec., 1861. }

*Major General M. LOVELL,*

*Commanding Department, etc., New Orleans—*

SIR: In compliance with request addressed to this department by the Hon. Secretary of the Navy, you are instructed to do all in your power, consistently with the exigencies of the military service in your department, towards supplying Flag Officer Hollins, C. S. N., with cannon powder, upon his requisition therefor.

I am, respectfully, your obedient servant,

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

(No. 26.)

C. S. A. WAR DEPARTMENT, }  
Richmond, 23d Dec., 1861. }

*Major General M. LOVELL, New Orleans—*

SIR: I have the honor to acknowledge receipt of your two letters of the 10th and one of the 16th instant.

1st. I entirely approve your forwarding the thirteenth Louisiana and third Mississippi regiments to the aid of our commanders in Kentucky. While I do not feel at liberty, under present circumstances, to order unconditionally any troops to be sent from your department, I shall be most happy to learn that you can spare any for the aid of the generals in Kentucky, who are sadly out-numbered; of course it is useless to call out any troops that you cannot arm, unless they are willing to enlist for the war, in which event the government is willing to pay the expense of holding them in camps of instructions until armed. We want all the men that will enlist for the war; and we want all *armed* men that will enlist for twelve months. I only require that you keep your returns up to date, so that I may at all times be advised of the entire resources at command of the government in your department.

2d. In relation to your question about the power to break up and re-organize companies so as to get rid of incompetent officers, I have to say, that under the acts of Congress company officers are always elective, and this right of the men must be kept steadily in view and always respected. Now you have done well to sift out the men unable to do duty, and discharge them from the service. The companies thus reduced below the standard number may be disbanded at your pleasure if not filled up by other able men. We have no right to *assign* them to commanders whom they have not elected, but we have a right, *with*

*their consent*, to consolidate them into new companies, and have new elections of officers. The best plan, it seems to me, is to get the men to agree to form new companies and re-enlist. On getting their agreement, muster the old companies out of service, and new companies into service at the same time, and let the latter elect their new officers. With your advice and influence they could readily be induced to elect competent officers. But the whole matter must be managed by concert with the men, and not by exercise of authority, for we have none.

3d. On the subject of the iron of the Mexican Gulf railroad, I will write you again in a day or two. Mr. Gordon is here, and it is possible an arrangement may be made advantageous to the government and satisfactory to the company.

4th. I have now to ask your attention to the subject of the coast defence of Mississippi. The interception of your communication with that portion of your department has caused us to take into serious consideration the formation of a new district, extending from the mouth of Pearl river to East Pascagoula, and detaching it from your command, as it must be almost impracticable for you to give it any personal attention. In the meantime, however, our concern has been awakened by news that there is considerable communication kept up between our coast and the enemy, by small traders running with sloops and schooners out of the different streams that empty into the Mississippi sound, and supplying the enemy at Ship Island and the Chandeliers, with all the intelligence they can gather, as well as the daily papers of New Orleans.

I enclose you for examination and reflection a paper on this subject prepared by Hon. C. J. McRae, who is intimately acquainted with the whole coast, and on which the President has written an endorsement, that I also recommend to your attention. We must, as far as possible, protect our people against marauders, and the proclamation issued by the Yankee General, as contained in the papers, is so open an invitation to the slaves to revolt, that they ought, in my opinion, at once to be removed out of the reach of the incendiary gang who are not simply our *enemies*, but the enemies of the human race. If you think you cannot communicate with the Southern coast of Mississippi with sufficient facility to supervise efficiently defensive measures, you will be good enough so to inform me at once, and we must try to find a commander for it as a separate district. Please inform me how the powder factory is getting on, and what quantity of powder you have. Maj. Raines tells me that the mills thus far are not making over 1,500 pounds a day, although capable of making twice that quantity.

I am, your obedient servant,

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

(No. 27.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters, Department No. 1.*  
New Orleans, La., Dec. 24, 1861. }

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

SIR: I have the honor to acknowledge the receipt of your letter of 18th instant, relative to furnishing Com. Hollis with cannon powder.

I have made it a point, without instructions, to aid him to the extent of my ability, and he has already been furnished by us with nearly four tons of powder.

I have collected materials at great trouble and expense, and urged to completion a large mill for making powder, for the purpose of supplying my own wants, and they are yet far from being in a satisfactory condition. I have already turned over to the navy more powder than, in justice to the army, I should have done, and it will require more than I have on hand to give a half allowance to the guns I have mounted. If I can be supplied with saltpetre in large quantities I can easily furnish Capt. Hollins and myself, or if he will procure the saltpetre I will have it worked up. As matters now stand, he cannot rely upon me for a pound; I must supply myself first, and I feel satisfied that you will endorse my action, when you are made acquainted with all the circumstances.

I beg leave to ask your attention to my recommendation in reference to Col. Duncan. There are nearly 5,000 men in the works on the exterior line, without any competent brigade commander, who should be a thorough artillerist and understand well the nature of the coast. It is utterly impossible for me to visit these works while keeping up the affairs of the department in this city.

Respectfully, your obedient servant,

M. LOVELL,  
*Major General Commanding.*

(No. 28.)

CONFEDERATE STATES OF AMERICA, }  
*Headquarters, Department No. 1.* }  
New Orleans, La., Dec. 25, 1861. }

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

SIR: I have received your letter, stating that Maj. Lovell could not be put on duty here with rank of field officer, except to command troops. I was led into mistake in the matter by having in mind the case of Col. Duncan.

I cannot spare Maj. Lovell whose services in obstructing the channels have proved invaluable, and the objection as to command can be easily obviated.

There are, in this department on duty, *twenty-one separate* companies of volunteers, who cause as much office detail at department headquarters as 21 regiments would do. With your permission I will organize these troops into regiments and battalions and assign field officers to them.

I can thus place Maj. Lovell on duty here with troops as a field officer and his position with Gen. Bragg's army can be filled by another officer. Shall I thus assign him?

I have mustered in regiments in place of the troops that I sent to Gen. Johnston, and have called upon Gov. Moore for an additional regiment to man the guns on the interior line. If, in this, I have been in error, please let me know. In conversation with the President before leaving Richmond, I understood him to say that I could call for such

troops as the case might require, taking care not to create more expense for maintaining men than was absolutely necessary.

As the enemy is congregating at Ship Island I shall organize the forces here as rapidly as possible.

The Governor, at my request, has ordered all the independent volunteer companies to form into regiments and elect their field officers, which will give about 6,000 pretty well armed men in the city subject to call.

Do they bring their general officers, when called into service? A militia law has also been draughted and presented, which I think will make about one-third of the militia available at short notice.

Respectfully, your obedient servant,

M. LOVELL,  
*Major General Commanding.*

—

(No. 29.)

NEW ORLEANS, Dec. 27, 1861.

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

I have made into good powder all the saltpetre sent, can you spare any more?

M. LOVELL.

—

(No. 30.)

CONFEDERATE STATES OF AMERICA, }  
*Headquarters Department No. 1.* }  
New Orleans, La., Dec. 29, 1861. }

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

SIR: At 12 o'clock last night Hobart & Foster's powder mill, in the old marine hospital exploded. One cargo of powder (4,000 pounds) was in the drying room, and another of the same amount was in the cylinders, all of which was lost. I had taken out 4,000 pounds the same day. The mill was turning out this amount daily. The mill that I brought over from Handsboro will be put up in 20 days, and this, together with the city mill will enable us to turn out 2,500 or 3,000 pounds daily. Hobart & Foster will proceed immediately to rebuild their mill, and I shall drive it through with all the means at my control, and hope to have it in operation again in six weeks.

The total amount of saltpetre invoiced to this point since the middle of last September is 82,506 pounds gross, of which only 62,000 ever came to hand. The weight of the casks and sacks is to be deducted, besides which some of it was very impure. Hobart & Foster had three days supply on hand at the time of the explosion (10,000 pounds,) which was not injured.

The enemy has now at Ship Island 22 vessels large and small, and is landing troops in large numbers. They have been sounding and staking out the channels leading towards the Rigolets and Chef Mentone pass, but I think this is only a blind, to draw our attention from Mobile, which I think is their object of attack. They cannot take New Orleans by a land attack with any force they can bring to bear.



I should much like to have for an inspector general an officer of knowledge and experience. I am almost entirely deficient in the way of officers. Gen. Ruggles and Col. Duncan are the only two serving with troops who can render me aid. No other department is so deficient, and certainly none is more important.

Respectfully, your obedient servant,  
(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 31.)

RICHMOND, Jan. 1, 1862.

Gen. M. LOVELL, *New Orleans*—

Can give you no more saltpetre, but expect large supply very soon. Send me return of you entire stock of ammunition.

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

(No. 33.)

C. S. A. WAR DEPARTMENT,  
Richmond, Jan. 5, 1862. }  
}

*Major General Lovell, New Orleans*—

SIR: Your letters of the 24th and 25th ultimo, have been received.

I. My request in relation to the powder asked for by Com. Hollins was of course subordinate to your discretion, but I am anxious to accommodate the navy on all proper occasions, and to keep up cordial relations in all branches of the service.

II. I will call the President's attention again to your recommendation in favor of Col. Duncan.

III. Your suggestion as to organization of independent companies into regiments and battalions is entirely approved. I had no idea that the condition of your forces was such as you represent. We never permit an accumulation of independent companies. We *consult their wishes*, however, in throwing them together, and you are requested with this view to organize two regiments out of these 21 companies, and to send to this department a return of the organization with muster rolls, and a recommendation for appointment of field officers. In this way provision can be made for Maj. Lovell within your department.

IV. Your muster in of other regiments in place of those sent to Kentucky is approved. Indeed, until further orders, you are authorized to receive and muster into Confederate service, all companies, battalions or regiments that tender themselves for the war or three years. But bear in mind that we will accept no men for a less term, *unless they arm themselves at their own expense*. In this event you may accept them for not less than twelve months.

V. The militia, when out as such, bring their generals with them.

VI. I hope soon to hear of your having been able to do something to check the enemy and encourage our people on the sea coast of Mississippi, though, of course, I cannot and do not expect you to weaken your command in New Orleans for the purpose of punishing marauders on the coast. If you could get up a small local organization, however,

with a flying battery, equipped with good, reliable horses, for rapid movement, so as to prevent the landing of small parties of plunderers, it would have a happy effect, and give pleasure and confidence to our people in Southern Mississippi.

Your obedient servant,

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

P. S.—You may, perhaps, not have heard that your appointment has been confirmed by Congress. Your commission will be sent as soon as we can get time to issue *any* commissions.

(No. 34.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
New Orleans, Jan. 7, 1862. }

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

SIR: After reading the letter of Mr. McRae, relative to the use of launches on the coast of Mississippi Sound, I suggested to Commodore Hollins to make some arrangements with that purpose in view. Nothing has been done, nor is it likely that anything will be done by the navy department there, unless under orders from Richmond. You will recollect our conversation the evening before I left Richmond, in which you took a different view from myself. I felt satisfied that if the protection of the navigable streams running up into the country, was removed from my control, it would, in all probability, not be properly arranged in connection with the land defences, while the general commanding the department would be considered by the people at large, as responsible for inroads into the territory of his command. This is just what has happened.

I should have had light draught armed vessels or launches at numerous points along the coast, had I not kept in view your expressed wish that all clashing (even in appearance) should be avoided between the two arms of service. I have now on Lake Borgue a larger armed force than the navy has, but it is kept up under the name of supplying our posts on the sound, it being necessary that the vessels should be armed for their own protection. I hope that, in connection with Mr. Mallory, you may be able to devise some plan by which either the entire matter may be placed under my control, or the naval officer in command may have orders to afford such aid as I may officially require of him. The blame of want of protection will rest upon me in any event, and I should, therefore, have some power to say what should be done.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 35.)

RICHMOND, *January 6, 1862.**Major General Lovell, New Orleans—*

I have taken all the powder by Vanderbilt. Arrange with owners for bringing it all to New Orleans, except five tons of cannon powder, and one ton of rifle powder ordered to Galveston.

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

(No. 36.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
Richmond, *January 6, 1862.* }

*Major General M. Lovell, New Orleans—*

SIR: Your letters of 24th and 29th instants, are received. I have to announce to you that the President has authorized the appointment of Colonel Duncan as Brigadier General, and his nomination will be sent to Congress to-morrow.

The President desires that you assign General Trimble to the command of the district stretching from the Rigolet to Pascagoula, and confide to him the defence of that part of your department, furnishing him one or two light batteries, well equipped for active movement, and such number of troops as may be sufficient for checking marauding parties that may attempt plunder.

It is not, of course, expected that he can resist an army, but you can furnish him with sufficient force to encourage and inspirit the people on the sea shore, cut off communication of evil disposed persons with the enemy and check boating parties attempting to carry on predatory warfare.

I am sorry to hear of the destruction of the powder mill with its contents, as we have not a pound to spare. You will please be good enough to send me, at once, a statement by which I can discover which of the saltpetre shipments have failed to reach you, as you seem to be short at least twenty thousand pounds by your letter of 29th. I will see if I can send you a good inspecting officer. I think Major Pickett is disposable, and the only one we have, at present, not in active and important service.

I have taken all the powder, said to be forty-five tons, just arrived by the Vanderbilt, and telegraphed you to that effect. Please have it inspected, so as to be sure that we are not paying such an enormous price as two dollars per pound for damaged powder, and aid the owners in having it all brought for distribution to New Orleans, except five tons of cannon, and one of rifle powder, which I desire sent to Galveston.

Your obedient servant,

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

(No. 37.)

CONFEDERATE STATES OF AMERICA,  
 Headquarters Department No. 1,  
 New Orleans, La., January 8, 1862. }

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

SIR: Some six weeks since, at the urgent call of an officer in Kentucky, and believing that I would be safe from attack until January, I sent two regiments to Columbus, with the distinct understanding on my part, and so expressed, both to Generals Johnston and Polk, that when the enemy appeared here they should be returned. General Polk now, in answer to my call, telegraphs me that he has asked you to send me other troops, and you have consented. I hope that this is not so. The troops I sent him are natives of this part of the country, and cannot be replaced by others. The third Mississippi regiment is composed largely of the fishermen, oystermen and sailors of Bay St. Louis, Biloxi, Ocean Springs, etc., and are well acquainted with all the inlets, bayous and soundings of that intricate and difficult coast, and can be of more service there than any other body of men. I have, therefore, written to General Polk to insist that the third Mississippi regiment, *at all events*, shall be sent down. They can as well be replaced there as here by fresh troops; but none can supply their place to me on the Mississippi coast. The regiment was raised particularly for that service, about half of them being *amphibious*, and I shall want to put a number of them in boats. The country troops will not answer my purpose. I beg, therefore, that even if you permit General Polk to retain the thirteenth Louisiana, you will telegraph him to send me the third Mississippi regiment immediately.

He does me great injustice by leaving me till this late hour under the impression that when I wanted these two regiments they should be returned, and I have so written him.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 39.)

NEW ORLEANS, January 13, 1862.

Hon. J. P. BENJAMIN—

A party will contract to deliver here seventy-five tons powder, if we advance the money, under bonds, satisfactory to me, at eighty-four (84) cents per pound, specie, or one dollar and fourteen cents in Confederate notes; if approved, notify and enable me to raise the money.

M. LOVELL.

(No. 40.)

RICHMOND, January 14, 1862.

Gen. M. LOVELL, *New Orleans*—

You will impress, immediately, for public service, the fourteen ships hereafter named: The Mexico, the Texas, the Orizaba, the Charles

Morgan, the Florida, the Arizona, the Jewess, the Atlantic, the Houston, the Magnolia, the Matagorda, the W. H. Webb, the Anglo Saxon and the Anglo Norman. You will please have them valued by disinterested parties, of the highest character.

The recent sale of the Tennessee will afford a good opportunity for testing their true value.

(Signed)

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

OPERATOR :

I want an answer from your operator in New Orleans, when he delivers this.

(Signed)

J. P. B.

(No. 41.) EXECUTIVE OFFICE, JACKSON, *Jan. 14, 1862.*

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

SIR: Enclosed I send you a letter from Major General M. Lovell on the subject of the return of the third regiment Mississippi volunteers, and respectfully join in his request, that you order their return, for reasons given in former letters.

Respectfully,

(Signed)

JOHN J. PETTUS.

The enclosure referred to is General Lovell's letter of January 8, 1862.

(No 42.)

NEW ORLEANS, *January 15, 1862.*

Hon. J. P. BENJAMIN:

Fourteen vessels taken. The Atlantic is small and poor. Shall I take the Galveston in her place?

M. LOVELL.

(No. 43.)

RICHMOND, *Jan. 15, 1862.*

Gen. M. LOVELL, *New Orleans :*

Will take the powder if delivered at an early day. Will let you know to-morrow whether we will send you specie or notes.

(Signed)

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

(No. 44.)

RICHMOND, *Jan. 16, 1862.*

Gen. MANSFIELD LOVELL, *New Orleans :*

One hundred and ninety-five thousand dollars (\$195,000,) will be placed to your credit to-morrow in Treasury notes, for completing the

contract for the seventy-five tons of powder. Make the contract for delivery as soon as possible, and let it be all cannon powder.

(Signed)

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

(No. 45.)

U. S. A. WAR DEPARTMENT, }  
Richmond, Jan. 19, 1862. {

*Maj. Gen. M. Lovell, New Orleans—*

SIR: A few days ago I sent you a telegram, requesting the seizure, for account of the Government, of fourteen steamships, and received your reply informing me that the request had been complied with.

These instructions were sent you in consequence of the passage by Congress of two laws Nos. 344 and 350, herewith forwarded, providing one million of dollars for application to floating defences for the Western rivers, to be expended at the discretion of the President, by *the Secretary of War*, or Secretary of the Navy, as he shall direct, and authorizing a corps of not more than 6,000 men to be raised *for temporary and special service on the Western waters.*

The terms of the acts will at once suggest to you that the force intended is a peculiar one. It is not to be part of the navy, for it is intended for service on the rivers, and will be composed of the steamboat men of the Western waters.

It will be subject to the general command of the military chief of the department where it may be ordered to operate, but the boats will be commanded by steamboat captains, manned by steamboat crews, who will be armed with such weapons as the captains may choose; and the boats will be fitted out as the respective captains may desire. The intention and design are to strengthen the vessels with iron casing at the bows, and to use them at high speed to run down or run over and sink, if possible, the gun boats and mortar rafts, prepared by the enemy for attack at our river defences. These gun boats and mortar rafts have been so far protected by iron plates and by their peculiar construction as to offer, in the judgment of the President and of Congress, but small chance of our being able to arrest their descent of the river by shot or shell, while, at the same time, their weight, their unweildy construction and their slow movement, together with the fact that they show very little surface above the water line, render them peculiarly liable to the mode of attack devised by the enterprising captains who have undertaken to effect their destruction by running them down, if provided with swift and heavy steamers, so strengthened and protected at the bows as to allow them to rush on the descending boats, without being sunk by the first fire.

Captains Montgomery and Townsend have been selected by the President as two of those who are to command these boats. Twelve other captains will be found by them and recommended to the President for appointment. Each captain will ship his own crew fit up his own boat and get ready within the shortest possible delay. It is not proposed to rely on cannon, which these men are not skilled in using, nor on fire-arms. The men will be armed with cutlasses. On each boat, however, there will be one heavy gun to be used in case the stern of any of the gun boats should be exposed to fire, for they are entirely unpro-

ted behind, and if attempting to escape by flight, would be very vulnerable by shot from a pursuing vessel.

I give you these details as furnishing a mere outline of the general plan, to be worked out by the brave and energetic men who have undertaken it. Prompt and vigorous preparation is indispensable. The department relies confidently on your co-operation in rendering effective this plan, which may perhaps not only be of vast importance for the peculiar service now hoped for on the upper Mississippi, but may prove very formidable aids to your future operations in the lower part of the valley.

I shall at once place to your credit three hundred thousand dollars, to be expended for the purpose of preparing and out-fitting these vessels as rapidly as possible, and shall renew the remittances as far as required while the appropriation will permit. It is expected that you will allow a very wide latitude to the captains in the preparation of these vessels, merely exercising such general supervision as to prevent the throwing away of money in purely chimerical experiments, and in checking any *profligate* expenditure.

Your chief quartermaster can keep the accounts so as to relieve you of the responsibility of a disbursing officer, and you can discharge yourself any *money* liability by simply taking his receipt as your voucher for turning over this money.

To a commander of your intelligence and capacity it is deemed sufficient thus generally to sketch the outline of a scheme of defence, without attempting to lay down any minute rules or details for carrying out what is necessarily a novel experiment; yet, one from which much is hoped by the Government.

This letter will be delivered to you by Captain Townsend in person, he being one of the two already elected by the President for the command of boats.

I am, your obedient servant,

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

(No. 46.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department, No. 1,*  
New Orleans, La., Jan. 13, 1862. }

Hon. J. P. BENJAMIN, *Secretary of War, Richmond*—

SIR: I have the honor to state in reply to your telegram, that the amount of powder in this department, in round numbers of pounds, is as follows:

At Forts Jackson and St. Phillip.....	55,000 pounds.
“ Pike.....	11,500 “
“ Macomb.....	6,900 “
“ Proctorville... ..	750 “
Bienvenu.....	2,200 “
Tower Dupres.....	500 “
Fort Livingston.....	4,500 “
Grand Caillon.....	1,350 “

Fort Berwick.....	1,100	“
“ Chene.....	1,100	“
“ Guyon or Bayou Lafourche.....	1,000	“
Culcasien Pass.....	850	“
In magazine in and around New Orleans.....	30,000	“
Total.....	116,750	pounds.

The quarterly returns are coming in slowly, and when received will enable me to report exactly the quantity of powder on hand; but I have caused the above estimate to be made out carefully, and am convinced that it will not vary materially from the aggregate of the official returns.

Considering New Orleans to be in condition to resist an attack, I am turning my attention particularly to the coast of Mississippi. I had received no notice of the assignment of General Trimble to my command. If the third Mississippi regiment which was raised mainly on that coast be returned to me from Columbus, I can easily provide him with a force sufficient to prevent communication with the enemy and repel predatory parties. The water communication between here and the eastern portion of this department being somewhat precarious, I have organized trains for supplying the troops, to be located in that section by land. I have ordered an accurate reconnoissance and topographical map to be made of the country between the Jackson railroad and Mississippi city, which will enable me to select the most defensible positions for General Trimble's command, to hold the enemy in check should he attempt to push up to the Jackson railroad. Meanwhile, I have in hand a well organized moveable column, (Gen. Ruggles' brigade,) of about 5,000 men, including artillery, which I can throw over Lake Pontchartrain at a few hours' notice, to operate against his column should he be foolish enough to attempt such a flank movement.

If, however, he should attempt to land at Pascagoula, and strike for Mobile, I could move Trimble's brigade, reinforced by Ruggles', against his base of operations at Pascagoula, and thus perhaps compel an abandonment of the attack. These movements will, of course, depend upon my ability to transport troops and supplies through that section of country by land.

I shall probably have on that coast two batteries of four guns each, and two mounted companies—all from this city; and if the naval department will give me half a dozen launches to place in Biloxi Bay, Bay St. Louis, and Pearl river, I think we can obtain all necessary results on that coast. We cannot, of course, prevent an army from landing under cover of their gun boats.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,

*Major General Commanding.*

(No. 47.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1.*  
 New Orleans, 15th Jan., 1861. }

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

SIR: I have the honor to acknowledge the receipt of your two letters of 5th and 6th instants.



I sent you on the 5th December, by Col. J. Davis, aid to the President, a map with a descriptive letter giving a summary of the defences of the department, as arranged at that date. I hope it reached you safely, as it has important information. In my letter of the 13th inst., the powder in this department was placed in round numbers at 115,000 pounds. A considerable quantity of this is not cannon powder, and by reference to the letter of the 5th ultimo, you will see that there are more than 300 heavy guns in this department, scattered from Calcasien to Pearl river. I mention this in reference to the distribution of the powder by the Vanderbilt.

There is not a single ten-inch gun in this department. I can have some cast here in a few days, provided machinery can be had to bore them. The Belleville foundry has two lathes large enough to bore 12 inches, but the foundry is shut up, and the parties will neither sell, hire nor lend the lathes, hoping to compel the government to purchase the works. In case I fail to negotiate for them, shall I take them, appraise and pay for them?

Through Mr. Dunn and other sources, I have collected (by purchase mainly) about 900 small arms, half of which are double barrellled shot guns. After perfecting as far as possible the arming of the "war" men, I should propose to exchange the shot guns for some miserable muskets and carbines in the hands of twelve months troops. It would look badly to go into action with poor guns while better ones were in our possession, merely because the men were not enlisted for the war. Besides, the "war" men generally are an inferior class of shots, while the twelve months men are nearly all well skilled in the use of arms, and should be entrusted with the best weapons. The rifles that I have collected have been cut off to equal lengths and bored out to the calibre of the old United States rifle, (fifty-fourth of an inch.)

It was reported yesterday that Lieut. Foster of the United States navy had been in the city as a spy some days since. Should I arrest a Federal officer under such circumstances, is he to be punished with death? I ask, having in view Tyler's case, of our army, who was arrested in Cincinnati last summer, but has never been tried as a spy.

When our large powder mill blew up we got to work upon the machinery of the mill that I ordered to be removed from Handsboro, and yesterday a charge was put in. This mill turned out on its old site about 12 or 1500 pounds per day. The city mill has had a 20 horse power engine placed in it, which will increase its capacity considerably. I sent Mr. Thomas B. Lee, of this city, agent to Texas, to bring over the Vanderbilt powder, as soon as I got your dispatch.

Feeling satisfied some time since that letters were being sent to the United States, conveying intelligence, by the private expresses carrying mails, *via* Havana and Mexico, I ordered all such letters to be examined, and appointed Messrs. Greenwood and Benochi, two gentlemen of high standing here, as an examining committee.

In addition to the defences stated in my letter of 5th ultimo, we are now erecting eight small batteries at Manshac, and on the lake shore, where the Jackson railroad skirts the water, so as to prevent the interruption of that line of communication by the enemy. These batteries are for two guns each—16 in all.

Maj. Rains took on a proposition from me about the steamer Ten-

nessee. He telegraphed that you approved the plan, but I have had no official authority to guarantee half the value of the ship, or to raise funds for the purchase of our half of the return cargo.

I am engaged in organizing the independent companies into two regiments, and will send on the names of the officers in a few days. It is difficult to find good officers who will take the positions for the short time (six months) that these troops will have to serve.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 48.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters, Department No. 1,*  
New Orleans, La., *Jan. 16, 1862.* }

*Hon. J. P. BENJAMIN, Secretary of War, Richmond—*

SIR: On the 21st December, 1861, I caused the 20th regiment Louisiana volunteers, Col. Reichard, commanding, to be mustered in for local defence within the limits of the State of Louisiana, and immediately afterwards called it into service and assigned it to the brigade of Brigadier General Ruggles. This regiment is composed entirely of companies which were for some months in the service of the State of Louisiana. Something over one-half of the men are for the war, the rest for the unexpired term of their State enlistment, averaging 1st September.

Although I gave no grounds for the conviction, those of the regiment who took service for the war, appear to have done so under the conviction that they would thereby become entitled to the \$50 bounty, which is offered by act of Congress to such as enlist for the war. The question has arisen whether they are really entitled to this bounty money who have enlisted for service only within the limits of Louisiana, or at the utmost within this military department No. 1, and I have the honor to request your decision upon the question.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major-General Commanding.*

(No. 49.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
New Orleans, La.; *Jan. 16, 1862.* }

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

SIR: In compliance with your telegram, I took possession yesterday of the following steamers, viz: *Mexico, Texas, Orizaba, Charles Morgan, Florida, Arizona, William Heines, Atlantic, Austin, Magnolia, Matagorda, William H. Webb, Anglo Saxon, and Anglo Norman, 14* in all. Capt. Huger, of the navy, who accompanied the party that took possession of the ships, thinks the Atlantic will hardly answer as

a war vessel, and I telegraphed yesterday to know whether I should substitute the Galveston for her. After the ships were seized, I asked Com. Hollins to take charge of them until further orders. In this connection permit me to call attention to Capt. Higgins who lately resigned with a view of fitting out some of those vessels for war purposes, under State authority. This seizure puts an end to his business. He is an officer of the old navy, of experience, skill and high reputation as a bold and efficient officer. His services would be of great value in assisting to fit out a fleet here, and in fighting it afterwards.

I see various reports about the occupation of Biloxi by the enemy. This is a mistake; some 60 men landed there last week, remained for a few hours, doing no damage, and returned to the fleet. They have no footing on the main shore as yet.

We have here about 500 prisoners of war, who are a serious nuisance. Is there a prospect of exchanging them?

Respectfully, sir, your obedient servant,  
(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 50.)

[Telegram.]

NEW ORLEANS, Jan. 21, 1862.

To Gen. S. COOPER, *Richmond*—

Is Gen. Trimble ordered here; if so, when will he come?

(Signed)

M. LOVELL.

[Answer.]

No order transferring Gen. Trimble.

(Signed)

S. COOPER,

*Adjutant and Inspector General.*

(No. 51.)

CONFEDERATE STATES OF AMERICA,

*War Department,*

Richmond, Jan. 24, 1862. }  
}

Gen. M. LOVELL, *Commanding New Orleans*—

SIR: Your letter of the 16th instant is received. In reply you are informed that no troops who are enlisted for special or local service only, are entitled to the privileges of the late act of Congress, in regard to bounty, etc., unless they re-enlist, *unconditionally, for three years or the war.*

Respectfully,

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

P. S. By "unconditionally" I mean for any service to which they may be ordered.

(No. 52.)

C. S. A. WAR DEPARTMENT,  
Richmond, Jan. 27, 1862. }

SIR: The overwhelming pressure of business in this department causes some unavoidable delay in correspondence.

I now acknowledge receipt of your letters of 13th, 15th, 16th and 17th instants.

I. Your letter of the 13th disclosed to me the fact, that, by some unaccountable hallucination, I used the name of Gen. Trimble instead of that of Gen. Ruggles in my letter of 6th instant.

My intention was to say that the President desired you to place *Gen. Ruggles* in command of the Mississippi coast, and I congratulate myself that this strange error of mine has not produced any disastrous result.

I have read in the same letter, with great interest, your plans for the defence of your department, and am rejoiced to find that your vigilance leaves no exposed point without protection.

Your powder returns show less supply than I had hoped, but still sufficient, I think, to relieve us of apprehension till some of the supplies daily expected shall reach us from some quarter.

II. You are authorized to use your own discretion in relation to the planing machine and lathe in the Belleville Iron Works. If the owners are unwilling to part with them by sale or hire, they must be impressed, if necessary, for the public service, and on impressment you should give the owners the choice whether the impressment shall be by hire or purchase. If the owners wish, however, to use these machines themselves, I do not think the impressment would be justifiable.

III. The map and letter by Col. Davis, were duly received, and I thought I had acknowledged the receipt some time since.

IV. In relation to the distribution of arms between "war men" and "twelve months' men," although as a general rule we desire the best arms given to the former, we do not intend to preclude you from the exercise of a sound discretion in any exceptional cases such as you suggest.

V. If you arrest a Federal officer as a spy, he is to be put to death, without the slightest hesitation, in accordance with the articles of war. Tyler's case, to which you refer, was not that of a spy; he did not go to a city threatened with attack, nor for any hostile purpose; he went simply to see and bring away his wife, and it would have been a barbarous outrage to have considered or treated him as a spy.

VI. I have instructed Gen. Joseph E. Johnston to open negotiations with McClellan, by flag of truce, for general exchange of prisoners. As soon as I know the result, I will try to relieve you of your prisoners.

VII. I have organized the two regiments, and made the nominations as proposed in your letter of 17th inst.

VIII. A certain Captain W. F. McLean, who commanded a company called the Ben McCulloch rangers in the Wise Legion, was subjected to grave charges by Gen. Wise, but managed by some means to get a sick leave of sixty days, from 2d instant, without the knowledge of his general. You are instructed to order him to come back instantly,

and submit to his trial. You may allow him to resign if he prefers to do so. He is now in New Orleans.

I am, your obedient servant,

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

*Maj. Gen. M. LOVELL, New Orleans, La.*

(No. 53.)

NEW ORLEANS, 20th January, 1862.

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

SIR: I have the honor to acknowledge the receipt of your "unofficial" of the 12th instant, and this evening, by Captain Montgomery, your note of the 13th. I fear I have gone almost too far with the Tennessee matter to withdraw. On 17th December Major Rains wrote me that the plan proposed was acceptable to the President and yourself, and I authorized the parties to go to work at once, notifying you by telegraph, also, by letter. The Tennessee was bought for one hundred thousand dollars, of which we are to guarantee one-half in case of capture. Saltpetre in Europe is ten cents per pound—here forty cents, and in case she brought us only one hundred tons, we should save not less than sixty thousand dollars. But by the terms of the proposed agreement we are to have half of her storage on the return voyage, which, in case of success, will nett us a large amount. If it is impossible to obtain the necessary credit abroad, I may be able to make arrangements with parties here to make the purchases, we to pay them at such a rate, as in case of success, to reimburse the fifty thousand dollars, which we risk by way of guarantee. I enclose you a copy of a letter received from Major Rains to-night, which confirms me in my favorable view of the proposed plan. Please telegraph me on receipt of this, and say whether I shall make the best terms I can, taking it for granted that it will be impossible to obtain the necessary credits abroad.

The party who offered to bring in seventy-five tons of powder, if we advance the money, under bonds, offers E. Ganthein & Co., of New Orleans, as bondsmen. I objected to the security, but he says their status is well known to you and to the President, and wished me to advise with you.

Mr. Lee, whom I sent to Texas for the Vanderbilt powder, reports that Gen. Hebert had taken half of it without examination. Acting under orders from me, he examined one hundred and thirty-five boxes of the remainder, rejecting thirty boxes, as being "some wet, some damp, and others lumpy." When he gets through with half, he will go to General Hebert to carry out your instructions with reference to the balance of the cargo. The part that passed inspection was shipped to me on the 13th instant, from Beaumont, Texas, via New Iberia.

I was in Mississippi sound yesterday, made a close reconnoissance of the enemy's fleet, and found twenty-four vessels at the island. Two of their steamers got under way and drove us back to Pass Christian. Poloxi is not, and never has been, occupied by the enemy. They came ashore with sixty men, staid for a few hours and left. The re-

ports about outrages and communications with the enemy are grossly exaggerated. With the third Mississippi regiment and a few launches I can do all that we propose, *i. e.*, prevent marauding parties from landing, negroes from escaping, or any communication with the enemy. Governor Pettus, under authority from Richmond, is mustering in, and sending here, some companies rather poorly armed and equipped. I shall have to complete them from the government stores in such manner as to make them effective. I have sent one of my staff to Jackson to endeavor to make such arrangements with the Governor as will conduce to some more systematic concert of action. Some of the State organizations allow more officers to a company than the Confederate law permits, and where the companies are first mustered into the State service and then transferred, we are compelled to drop one or more of the officers. I had much rather send an officer from here to muster in the companies, as it saves trouble in the end. If I do not need the one hundred and ninety-five thousand dollars placed to my credit, I will advise you at once. I have to thank you for your prompt and considerate attention and assistance in my duties here. It gives me unbounded satisfaction.

Respectfully, your obedient servant,

(Signed)

M. LOVELL.

*Major General C. S. A.*

Inclosure in the foregoing.

NASHVILLE, TENN., *January 17, 1862.*

MY DEAR L.: I feel very anxious about a certain matter. The amounts received now are less than what they were two months since. It is absolutely necessary that we should receive supplies from other sources, and I trust the arrangements to that effect will be speedily put into operation. I am in a better position to know the situation of the Confederacy in the matter in question than any other person, and you will understand me when I urge the absolute necessity of increasing our store. It is in vain for one portion of the country to be placed in a secure state of defence and broad openings left at the places. The safety of each part depends at last on the the security of the whole. You may feel entirely safe from successful attack, but other vital points have not your resources, and their necessities must be looked after without delay. The Secretary gave me full powers to make and authorize any contract I might deem necessary in my department, but I have seen no prospect so promising, wherever I have been, as the one we spoke of. I trust you will bring your energy to assist in the matter. It is more vital to the country than anything else at this period.

The "certain matter" referred to in the beginning of the above extract, was the proposed plan for obtaining saltpetre, which I submitted to you through Major Rains in December.

(Signed)

M. L.

(No. 54.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters, Department No. 1.*  
 New Orleans, 22d Jan., 1862. }

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

SIR: The party who proposes to deliver powder here at one dollar and fourteen cents per pound, in case we will advance the money, has furnished as his bondsmen the house of Charles Kock & Co., of New Orleans, who will bind themselves to refund the money if the powder is not delivered in sixty days. The security is ample, as they have an abundance of real estate in this city and State. I have agreed, therefore, to advance two-thirds the value of the powder, viz: \$125,000; the balance to be paid on the delivery of the seventy-seven and a half tons, if the powder passes inspection. Will you send the money here to me, or shall I draw upon Richmond for it; if so, upon whom? Please let me have your answer by telegraph.

Respectfully, your most obedient servant,

(Signed)

M. LOVELL,

*Major-General Commanding.*

(No. 55.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 New Orleans. La., Jan. 28, 1862. }

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

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, by Captain Townsend, relative to the plan for floating defences on the western waters.

The fourteen vessels named in your telegram, were seized and appraised by a board consisting of Messrs. Bogart, Stephenson, Frost, Grinnel, Milliken and the naval constructor *Porter*. Several of the vessels were costly and could be replaced by others equally well adapted to the contemplated service at much less expense. I have, therefore, caused those changes to be made reducing the value of the seizures from \$900,000 to \$620,000, and the ships we have are as good, or better for what we want than those named. The parties owning these ships are anxious to be paid at once, as in some instances agreements had been made for their sale. Are these appraised values to be paid out of the appropriation of one million, made by act of 9th January, 1862, or is that money to be expended for altering, fitting up, payment and subsistence of officers and men? If the latter, how shall I pay the owners, who are clamorous for their money? If the former, one million dollars is *not* enough. The fourteen vessels named in your telegram would alone have cost nearly that sum. I think it advisable that the captains should recommend to the President some competent person to have general control of the fleet, in fitting it out and making general rules and orders for its control and management. Fourteen Mississippi river captains and pilots will never agree about anything after they once get under way. Moreover, as each ship will carry one gun, there will be some necessary arrangements for munitions of war, signals, &c.

They have already got to work on some of the ships. I will send you a list of their names, with valuations, as soon as I receive the official report of the appraisers.

I sent Mr. Lee to Texas for the Vanderbilt powder. Gen. Hebert, acting, as he says, under necessity, had taken half the powder, and, taking into consideration all the circumstances—of their distance, their want of local means and other facilities, I think it is about as well that he has done so. The other half is en route for this point and will arrive in a week or ten days. Some forty boxes are wet, but these can be worked over at our mills.

The securities proposed by Mr. Angoman (Charles Kock & Co.) have withdrawn their names, as they consider it impossible for him to bring in the seventy-five tons of powder. The steamer Calhoun, on her way here from Havana, with fifty thousand pounds powder, four hundred bags of coffee, &c., was abandoned last week, near the mouth of the river, most unnecessarily and timidly, and fell into the hands of the enemy. She will prove a great pest on the coast, as she is very fast, and of light draught. Her crew tried to set her on fire, but in their fright and haste, they failed to do so effectually. It was an unfortunate piece of business.

I sent Gen. Johnston, after the defeat of Crittenden, two hundred thousand cartridges, four hundred double barreled shot guns and six-teen tons of lead, as he telegraphed me he was out of that article. I will also send up to him the five Mississippi companies that Governor Pettus sent me for coast defence, when it was understood that General Polk had declined to send back the 3d Mississippi regiment, as soon as I can have them put through the measles, a process which they are now undergoing, one-half of them now being sick.

In your letter of the 6th instant, you indicated particularly the duties which it was proposed to assign to Gen. Trimble, but he has never made his appearance here as yet. The nature of the proposed duty requires a young and active man, but I will gladly receive any assistance that you can spare. General Cooper telegraphs, in reply to my question, that no order has been issued transferring General Trimble to this department. There must be some mistake about it.

I beg that you will advise me at your early convenience as to the time and means of paying for the steamers seized here, as the parties annoy me considerably.

Respectfully, your obedient servant,  
(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 56.)

RICHMOND, Jan. 28, 1862.

*Gen. M. LOVELL, New Orleans :*

Your letter of 20th received. Make the best arrangements you can for the Tennessee. It is impossible to put credits abroad, but we can make any proper advances on this side.

(Signed)

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



(No. 57.)

NEW ORLEANS, Jan. 30, 1862.

Hon. J. P. BENJAMIN:

Can the navy department give up any cutlasses and pistols for river flotilla; if so, how many?

M. LOVELL.

(No. 58.)

RICHMOND, Jan. 30, 1862.

Gen. M. LOVELL, *New Orleans*:

Remittance of one hundred and ninety-five thousand dollars is now on way to you to pay for powder. I write to-day.

(Signed)

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

(No. 59.)

CONFEDERATE STATES OF AMERICA,

*War Department,*Richmond, January 30, 1862. }  
}Maj. Gen. M. LOVELL, *New Orleans*—

SIR: I have your letters of 20th and 22d instant.

I sent you a dispatch in relation to the Tennessee, and now repeat the authority to make the best bargain you can with the owners for sharing in the adventure, so that we may have half of the return tonnage for saltpetre. Let me, however, caution you on one point. If they have all the profits of an outward cargo of cotton, we ought not to be expected to bear any of the risk of going out; if we take half of the risk, we must have half the profits. If we are to share only in the return cargo, we must only share the return risk.

Your proposal of Charles Kock & Co., for sureties for the contract of powder, is quite satisfactory. Before getting your letter, I had drawn in your favor for one hundred and ninety-five thousand dollars to cover cost of seventy-five tons of powder, and the money must now be in your hands. As, however, your advance is only one hundred and twenty-five thousand dollars, you will have a surplus of seventy thousand dollars, most of which you will require for settlement for powder per Vanderbilt

I got a letter from Mr. Sumner, proposing to receive in part payment of the powder per Vanderbilt, one hundred and twenty thousand dollars in eight per cent. bonds. This suits us much better than issuing Treasury notes. I accordingly drew a warrant on Treasury, in your favor, for one hundred and twenty-seven thousand five hundred dollars, of which one hundred and twenty thousand dollars in eight per cent. bonds, and seven thousand five hundred dollars in treasury notes. In settling with the owners of the Vanderbilt power, therefore, you will give them the bonds and the balance only in treasury notes.

Your obedient servant,

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

(No. 60.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 New Orleans, La., Feb. 1, 1862. }

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

SIR: I received a telegram from you yesterday, stating that one hundred and ninety-five thousand dollars was now on the way here for me to pay for powder. The fact that this is the *exact* amount placed to my credit already, in answer to my request for money to carry out the arrangement with the steamer Tennessee, for arms and powder, induces me to write and say, that I have already entered into the arrangement with the Tennessee, and that this sum is not available to pay for the powder by the Vanderbilt. It may be that the coincidence is accidental, but I think it safest to advise you. I will send on a copy of my agreement with owners of Tennessee in a few days, by which you will see that we get two hundred thousand dollars in Havre, by depositing one hundred thousand here, and insuring half the ship, fifty thousand dollars, in case of capture. On the return cargo we take the risk of first cost and half the value of ship in case of capture, the powder to be delivered at one hundred per cent., and the arms at fifty per cent. above invoice price. As a money transaction, I have calculated that it results in our favor largely more than in risk.

Respectfully your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 61.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 New Orleans, La., 4th Feb., 1862. }

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

SIR: On the 30th ultimo your telegram stated "one hundred and ninety-five thousand dollars was on its way to me to pay for powder." When the drafts arrived, one was for one hundred and twenty thousand dollars, and the other for seven thousand five hundred dollars, instead of seventy-five thousand dollars, the sum necessary to make up the total stated by you. I have no doubt that it was the intention to make it the latter sum, as the estimated value of the cargo of the Vanderbilt was more than one hundred and eighty thousand dollars, which, with the transportation to this point, would bring it up to the sum named by you.

As General Hebert has taken half of the powder, I shall not pay for the whole until I hear from him what part of his half was damaged. In the part received by me there were forty boxes more or less damaged.

The draft for one hundred and twenty thousand dollars was drawn upon the Treasurer at Richmond, and Mr. Guivot will not, of course, pay it here. I return it to Mr. Elmore to-day.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 62.)

CONFEDERATE STATES OF AMERICA,  
 Headquarters, Department No. 1.  
 New Orleans, La., 6th Feb., 1862. }

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

SIR: I have the honor to acknowledge receipt of your letters of 27th and 30th ultimo.

With regard to General Ruggles' assignment to the duty of caring for the Mississippi coast, I think it would be exceedingly inadvisable. His services in organizing a brigade of five regiments as a moveable force to any point of the department, are more valuable than they would be on the coast. Neither his age nor his rank are exactly in conformity with out-post duty, in command of two regiments. He would feel mortified, I am sure, at such an assignment. I can manage matters better by leaving them as at present. With ten thousand men in this department, and a long extent of coast to guard, I would recommend the appointment of a brigadier general from Mississippi for duty on that part of the line. I have but two here, while in the department of Mobile, (General Bragg's,) I learn there are not less than five or six officers of that grade.

II. I have just received the first instalment of powder by Vanderbilt, and on testing it I found it much below range. In justice to the service it should be worked over again. I will probably reject it; certainly at two dollars per pound.

III. The Federal prisoners, four hundred and ninety-three in number, will leave to-day for Salisbury, North Carolina, pursuant to telegraphic order from General Cooper.

IV. I look daily for appointments of officers in the new regiments. Major Lovell's resignation has been accepted, but not his new appointment. As he is constantly on important duty, giving orders, &c., it is a little awkward, but he continues at work. At the written request of Captains Montgomery and Townsend, I have placed him in charge of the ordnance and disbursements of their expedition.

V. After careful search and enquiry, we can find nothing of Captain W. F. McLean, alluded to in your letter of 27th January. When found I will act as advised by you.

VI. Your impressions about the arrangement with steamer *Tennessee* are not quite correct. We take no risk on the cotton at all, but guarantee fifty thousand dollars on the ship in case of *capture* on outward voyage; and in case she arrives in Havre, (the chances of which are largely in our favor,) we receive fifty thousand dollars in the shape of exchange, as the parties buy for us there two hundred thousand dollars worth of arms and munitions. We thus risk the loss of fifty thousand dollars for the certain receipt of that amount in case of success, as it would cost us that sum to get a credit of two hundred thousand dollars in France. On the return we take a risk of fifty thousand dollars on the ship and two hundred thousand dollars on the cargo; but the prices, if delivered, are so arranged that in case of success we should save more than three hundred thousand dollars on present prices of arms and powder.

VII. I had no knowledge of the arrangement with Mr. Sumner about the bonds, and therefore got the draft for \$120,000 cashed here.

No bonds came to me, nothing but two drafts, one for \$7,500 on assistant treasurer here, the other for \$120,000 on treasurer at Richmond.— There must have been a mistake on his part in carrying out your views.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,  
*Major General Commanding.*

(No. 63.)

[Telegram.]

NEW ORLEANS, *Feb. 7, 1862.*

To General S. COOPER—

Is appointment of F. S. Ruggles as brigade commissary confirmed?

M. LOVELL.

(No. 64.)

C. S. A. WAR DEPARTMENT, }  
Richmond, *Feb. 8, 1862.* }

SIR: The President desires that, as soon as possible, on receipt of this letter, you dispatch 5,000 men to Columbus to reinforce that point sorely threatened by largely superior forces. The menacing aspect of affairs in Kentucky has induced the withdrawal from points, not in immediate danger, of every man that can be spared, to prevent the enemy from penetrating into Tennessee or passing Columbus. A draft has been made on Gen. Bragg; four regiments have been ordered from Virginia, together with several batteries, and with the number now required from your command, we hope to stem the tide until the new levies called out from the State shall be in condition to take the field.

New Orleans is to be defended from above by defeating the enemy at Columbus; the forces now withdrawn from you are for the defence of your own command, and the exigencies of the public defence allow us no alternative.

Your obedient servant,

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

*Major General M. LOVELL, New Orleans—*

(No. 65.)

RICHMOND, *Feb. 9, 1862.*

*Major General M. LOVELL, New Orleans—*

I have written you to-day by President's direction to send immediately 5,000 of your best equipped men to Columbus, to reinforce Gen. Beauregard.

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

(No. 66.)

NEW ORLEANS, *Feb. 11, 1862.**Hon. J. P. BENJAMIN—*

Please send appointment of field officers; their services are needed for the two regiments.

M. LOVELL.

(No. 67.)

HEADQUARTERS DEPARTMENT No. 1, }  
New Orleans, *Feb. 12, 1862.* }*Hon. J. P. BENJAMIN, Secretary of War—*

SIR: I received, yesterday, your dispatch directing me to send 5,000 men to Columbus. I have already sent one, the (13th,) and shall move five more regiments in two days, (Ruggles' entire brigade,) with a field battery. I shall order Gen. Ruggles to go on, in command of them, and shall go to work at once to endeavor to organize a force for the defence of the interior lines from the volunteers and militia of this city and State. Unfortunately the legislature passed a law at its late session re-organizing the whole militia, which has to be done at a very inconvenient moment, but I am in hopes that most of the volunteers will elect their company and field officers on the instant, so that we shall soon have a force on hand. I regret the necessity of sending away my only force, at this particular juncture, and feel sure that it will create a great panic here, but will do my best to restore confidence by a show of strength.

You have never sent me any orders about the distribution of the Vanderbilt's powder. Gen. Hebert has one-half; and a part of the remainder arrived here lately. On proof, it was found to lack 15 per cent. of saltpetre, but I can work it all over in 12 days and make it into good powder. We shall have about 40,000 pounds. I gave Com. Hollins 3,500 pounds, of my own stock to go up the river; and Gen. Bragg has sent to me for some of that by the Vanderbilt. I shall make it go as far as I can.

Respectfully, your obedient servant,

M. LOVELL,  
*Major General Commanding.*

P. S.—I borrowed from the navy two launches armed with one gun each, which I manned with crews from the 3d Mississippi regiment, and stationed, one in Bay St. Louis and one in Biloxi Bay. The Secretary of the Navy requires that they be returned to Mobile, whence they came. Such accessories are very necessary on that coast, and I should like to have authority to use any funds that may be in my hands to construct two more to replace those I have.

I can get no assistance from the navy, as they have no funds.

(No. 68.)

HEADQUARTERS DEPARTMENT No. 1, }  
New Orleans, Feb. 15, 1862. }*Hon. J. P. BENJAMIN, Secretary of War, Richmond—*

SIR: I have at last found Capt. W. F. McLean, Ben McCulloch Rangers, whom I stated in a former letter that I had been unable to find, and according to your instructions I have ordered him to proceed immediately to Richmond and report to the Adjutant General. He would not accept your permission to resign. There are 500 blankets remaining here which were not issued to the prisoners of war when the other articles sent by the United States government were distributed. I had ordered a supply of blankets, comforts, etc., to be given the prisoners before the receipt of the clothing from the North, and therefore withheld the issue of these blankets. I have now to request that you will instruct me whether I shall turn these blankets over to the quartermaster to replace those I ordered to be issued, or forward them to Salisbury, N. C., whither the prisoners have been removed.

The "Victoria" propeller schooner has run into Barratannia Bay, with some powder and a small quantity of arms, but I have not yet been able to learn the exact amount.

Very respectfully, your obedient servant,

M. LOVELL,

*Major General Commanding.*

(No. 69.)

RICHMOND, Feb. 16, 1862.

*Maj. Gen. M. LOVELL, New Orleans—*

Send every musket received by the Victoria at once to Grand Junction, subject to orders of Gen. A. S. Johnston. Send an agent with them to force them forward by express. Inform Gen. Johnston of what you have done, and of the kind of arms, and such details as will enable him to prepare ammunition for them in advance. Inform me of what you do, and of the number of arms sent.

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

(No. 70.)

RICHMOND, Feb. 16, 1862.

*General M. LOVELL, New Orleans—*

Your letter of 6th received. Your course in relation to Gen. Rugles is approved. If you have not sent the troops to Columbus as advised by my dispatch, let them stop at Memphis, and send telegram so informing Gen. A. S. Johnston. The great line of attack by the Cumberland river may make it necessary to send the troops Eastward from Memphis, instead of sending them to Columbus.

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

(No. 71.)

NEW ORLEANS, Feb. 21, 1862.

*Hon. J. P. BENJAMIN—*

The Victoria has one hundred and fifty (150) guns, and twenty thousand (20,000) pounds powder. What price shall I pay.

M. LOVELL.

(No. 72.)

NEW ORLEANS, *Feb. 21, 1862.*

J. P. BENJAMIN :

There are but one hundred and fifty (150) guns, and twenty thousand (20,000) pounds powder on Victoria. Have sent four (4) regiments to Corinth.

M. LOVELL.

(No. 73.)

NEW ORLEANS, *Feb. 21, 1862.*

J. P. BENJAMIN :

Who fixes the rates of pay of men for Montgomery's expedition? Shall I give a month's advance?

M. LOVELL.

(No. 74.)

NEW ORLEANS, *Feb. 21, 1862.**Hon. J. P. BENJAMIN :*

Steamer Miramon has arrived with twenty thousand (20,000) pounds powder, and four hundred (400) guns.

M. LOVELL.

(No. 75.)

RICHMOND, *Feb. 23, 1862.**Gen. M. LOVELL, New Orleans :*

Seize all the powder on the Victoria and Miramon, paying for it two dollars per pound, if of full proof, and making a rateable deduction if not proof. Send twenty thousand pounds of cannon powder here by special agent, with instructions to force it through without an hour's delay.

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

(No. 76.)

CONFEDERATE STATES OF AMERICA, }  
War Department, }  
Richmond, February 23, 1862. }*Maj. Gen. M. LOVELL, New Orleans—*

SIR: I am in arrears with my correspondence, but the pressure on this department is so intense that I cannot always be punctual. I have your letters of 28th ultimo, and 16th and 12th instant. I await your returns of the list and appraisement of the steamers prepared for defence of Mississippi river. I will then take immediate measures for payment.

Pray let me know immediately on receipt of this, (and by telegraph, if necessary,) when the boats will be ready, and if they have full crews, and their armament. Also the names of commanders, &c.

The change you have made in regard to Gen. Ruggles is fully approved. The order for the defence of the Mississippi coast was issued against my judgment, but the urgency of the members from that State

on the President was so great that it was not politic to refuse at the time to gratify their wish. Events have shown how unreasonable was their demand, and we must dismiss all idea of scattering our force in defence of unimportant points, and concentrate them at vital lines.

3. The appointments of the officers in the new regiments are all complete, but the number submitted to Congress and confirmed at the last session was so great, that I am not yet able to send them all. They are confirmed, however, and you can assign to them their commands.

4. I am very much pleased with your arrangement about the Tennessee, and hope she has got out safely.

5. You are authorized to use any funds in your hands for the construction of two launches to replace those borrowed from the navy for guarding the Mississippi coast.

6. I dispatched to-day to impress all powder by Miramon and Victoria. I don't want you to let an ounce of powder, or any arms or munitions of war escape you at any time. They are a matter of life and death to us, and scarcely any price is too much to pay till our people are armed, although, of course, I desire to save every dollar we can.

I enclose you a letter to Gen. Hebert, which you will please forward by special express. I leave it open that you may understand the policy of the Government.

Your obedient servant,

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

(No. 77.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
Richmond, February 24, 1862. }

*Maj. Gen. M. LOVELL, New Orleans—*

SIR: Your suggestions in regard to the mode of supplying newly mustered regiments, with surgeons and assistant surgeons during the period before actual appointment, are approved as regards the temporary arrangement. But it must not be forgotten that the surgeons and assistant surgeons then appointed must still submit to the regular examination by the medical board, as appointed by the Surgeon General. The preliminary examination, which you propose to institute, ever proper in itself, cannot, of course, replace the official examination required by law.

Respectfully,

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

(No. 78.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
Richmond, February 26, 1862. }

*Major General M. LOVELL,*  
*Commanding at New Orleans, La.—*

SIR: Your letter of the 15th instant, has been received. The blankets remaining on hand which were sent by the United States Govern-



ment, and were not issued to the prisoners of war, should be turned over to the quartermaster at New Orleans.

Respectfully,

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

(No. 79.)

NEW ORLEANS, *Feb. 26, 1862.*

J. P. BENJAMIN:

Please delay confirmation of captain of river expedition until you hear from here.

M. LOVELL.

(No. 80.)

NEW ORLEANS, *Feb. 26, 1862.*

Hon. J. P. BENJAMIN:

What arrangements to pay for vessels for river defences. Parties want money badly on account of losses in running blockade.

M. LOVELL.

(No. 81.)

HEADQUARTERS DEPARTMENT, No. 1, }  
New Orleans, *27th Feb., 1862.* }

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

I have the honor to report that since my last letter I have sent forward to Tennessee, Ruggles' brigade of four regiments, with a battery of six field guns, also a new company of artillery, (Vaiden's,) with six guns and their harness and equipments. Yesterday the fourth Louisiana, and to-day the seventh Mississippi moved to the same destination. The twentieth Louisiana regiment was mustered for State service, but not wishing to remain behind, eight companies have re-organized for the war, and I shall send that regiment on in a few days. This will make a total of eight regiments and two batteries from the department, besides a quantity of shot guns (five hundred) and a million of cartridges. People are beginning to complain that I have stripped the department so completely, but I have called upon Governor Moore for ten thousand volunteers and militia for State service. Raw troops with doubled barreled shot guns are amply sufficient to hold our entrenchments against such troops as the enemy can send to attack them. Besides I regard Butler's Ship Island expedition as a harmless menace so far as New Orleans is concerned. A black republican dynasty will never give an old Breckinridge democrat like Butler command of any expedition which they had any idea would result in such a glorious success as the capture of New Orleans. He will not have ten thousand men for a demonstration by land upon any of the gulf cities.

II. Bowling Green has been turned by the Cumberland river, as I predicted, in the plan which I submitted to you early in October, although at that time they had no such men there as Buell and Halleck to command such an operation.

III. I transmitted to you in January a letter of Capt. Buchel, in reference to a draft that he had drawn in Texas, for supplies to subsist troops, and asked your instructions; since then the draft was presented, and I paid it *in specie*, out of the funds in my hands. Had it been protested, our troops on the Rio Grande could not have received provisions. I hope it meets your approval.

IV. The river defence expedition is progressing favorably, but considerable dissatisfaction has been expressed here at some of the appointments made by Montgomery and Townsend. The matter will be put before you by some citizens of this place. I have disbursed about half of the three hundred thousand dollars placed to my credit on that appropriation, and large amounts are due. I trust that there will be no delay, from want of funds, to keep the works from being driven forward with all dispatch. Time is an important element at this juncture.

V. In view of the constant demands, from all points, upon me for munitions, repairs of arms, etc., and the defenceless condition of our workshops and machinery at Nashville and Baton Rouge, I ordered preparations at the new marine hospital to be made for carrying on all such operations on a considerable scale, and directed an estimate for funds to be made by Captain Lambert, which was returned by Colonel Gorgas, with the remark that "he did not contemplate having a laboratory here." The necessities of the public service, in my judgment, demand all and much more than I have done, to keep pace with the requisitions daily made. I have fifteen gunsmiths at work putting in order the old weapons of all kinds collected from the country, and am preparing ammunition and implements for artillery, which I cannot get elsewhere; indeed, I have furnished Generals Johnston and Polk with large supplies, and hope that nothing will be permitted to interfere with operations so necessary to our salvation. If I cannot get the funds from Richmond, I must throw myself upon the generosity of the people of the city. The work must go on unless you order it to be suspended. Knowing the immense pressure upon your time, and trusting that you had confidence in my judgment, I have assumed a good deal of responsibility and gone on with matters which I conceived to be important for the public good, without referring every trifle to you for consideration. If you wish me to pursue a different course, please indicate your view. Whatever has been done has been upon principles of a sound and wise economy, and has thus far produced beneficial results.

VI. The Tennessee has been unable, as yet, to get out of the river. The *Magnolia*, Florida, Whitmore and Vanderbilt got to sea last week, but one of them (supposed to be the *Magnolia*) has been captured and taken to Ship Island. The powder by the *Victoria* turns out to be musket powder, although it seems to be of good quality. That by the *Miramón*, which came in at the Grand Caillon, has not yet reached the city. As soon as I work over twenty thousand pounds of the Vanderbilt powder, I will dispatch it to Richmond as ordered by you in a telegram.

VII. Some of the parties who met with heavy losses on the *Calhoun*, *J. L. Day* and *Magnolia*, owned several of the boats seized by us for Montgomery's fleet, and are very anxious in their straitened circumstances to be paid for the vessels that we took. Can funds be placed

at my disposal for that purpose? The total value of the steamers seized is about six hundred thousand dollars. I will enclose a schedule of the appraisements with the remark that some of the owners have protested that the amounts allowed are not a fair price. Those objected to I had re-appraised, and the board adhered to its first decision. No more should be allowed.

VIII. I turned over to the navy ten forty-two pounders, to arm their two gun boats for lake service, and hope that they will get them out pretty soon. But whether from want of funds, or lack of systematic expenditures, the credit of that branch of the public service here is so bad that it is almost impossible for them to get anything done. A few days since I wanted a crew for a boat to work on the lower rafts, but could not get a man until they were satisfied that it was not intended for service in the naval department. This is a serious embarrassment to them in their work.

IX. With some funds that I got from the city, I bought, and am fitting up as launches, with one light gun each, twelve luggers, for a coast guard, to watch the enemy and prevent communication with the shore.

X. I am a good deal delayed by the want of competent officers to assist me in the laborious details of this department. We want an ordnance officer here badly. Many things are necessarily kept back by having Major Smith perform the duties of engineer and ordnance officer, either one of which would tax a competent man to the utmost. It is neither justice to him nor to the service to make him responsible for such an immense and varied amount of detailed work.

With much respect, your obedient servant;

M. LOVELL.

*Major General Commanding.*

(No. 82.)

NEW ORLEANS, *March 5, 1862.*

Hon. J. P. BENJAMIN :

Vanderbilt powder had to be re-worked. Victoria powder was all musket, and Miramon powder not arrived. Shall I send musket powder?

M. LOVELL.

(No. 83.)

RICHMOND, *March 5, 1862.*

Gen. M. LOVELL, *New Orleans—*

Your dispatch of the 5th received. Send ten thousand (10,000) pounds of musket powder, and ten thousand pounds of cannon powder, with an agent to force it on by express.

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

(No. 84.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 New Orleans, La., *March 6, 1862.* }

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

SIR: I have the honor to acknowledge the receipt of your letters of the 23d, 24th and 26th ult., which reached me yesterday.

I. The river expedition is progressing well. Seven of the boats will be ready, except the gun, on Saturday, the 8th, and the remainder in a week from that time. We are working under many disadvantages, but no time is being lost. I shall be out of funds for that purpose in a few days.

The appraisalment of the ships was forwarded in my letter of 27th ult.

II. I received your telegram directing 20,000 pounds cannon powder to be sent to Richmond. All the powder that came in the Vanderbilt, Victoria and Miramon is small grained, not cannon powder, and that by the first and last of those vessels, requires to be re-worked with an addition of 15 per cent. of saltpetre. This department is being completely drained of everything, and I trust that the arrival of the Nashville will enable you to leave here all the powder that we have on hand. We have filled requisitions for arms, men and munitions until *New Orleans is about defenceless*. In return we get nothing. Mobile and Pensacola, even Galveston, are defended by 10-inch Columbiads, while this city has nothing above an 8-inch, and but few of them. The fortified line about the city is complete, but I have taken 10 of the guns for the navy and sixteen for the vessels that we are fitting up for the river expedition. My reliance to defend these lines will be upon militia, with doubled barreled guns and thirty-two pound carronades. If, now, you take the powder from me, we shall be in no condition to resist. The only thing to provide, is a sufficiency of powder, to enable us to resist a prolonged attack by ships and mortar boats upon two points, Forts Pike and Macomb, and Forts Jackson and St. Phillip. If the first are passed, we still have a land defence to make; if the last, a fleet can proceed at once to the city.

III. I shall send up this week the Crescent regiment, the 20th regiment, two batteries of artillery, four companies Mississippi volunteers, besides several separate companies, which will make eight regiments, four batteries of field artillery, and several companies, armed, equipped, and provided with a good supply of ammunition.

I cannot organize the militia left here without the assistance of a general officer of experience and detailed knowledge. The circumstances of the case render it imperative.

You will see, by the letter accompanying this, that I have urged upon the President the appointment of Major Smith as the proper person to fill that position. His engineer duties are drawing towards a condition which will enable him to be of great service in command of troops. He knows the whole country from personal observation, and, moreover, is fairly entitled, from his great and faithful labors, to be put more nearly on a par with his class-mates at the military academy, all

of whom are in high position—mostly general officers. He is willing to act as the engineer officer of the department, in connection with a command in the line. My desire is to place him in charge of the troops intended for the defences of the interior lines, which, as an engineer, he has constructed, and as ordnance officer, armed and provided. His appointment would be acknowledged by the community here as a just tribute to faithful merit and valuable services rendered. They feel much indebted to him for their present condition of defence. Major Smith is a class-mate of Smith, Van Dorn, Longstreet, Anderson, McLaws, D. H. Hill, A. P. Stewart, myself and others, high in rank. He alone, one of the first in the field, has been left in a position of inferior rank.

The absence of General Ruggles demands a brigadier here, and there is every reason, public, as well as private, that Major Smith should receive the appointment. I hope you will urge it upon the President and let me know by telegraph his answer. I want the services of a general officer at once.

IV. Several persons here are refusing to take Confederate notes. They don't come under military supervision, or I would put an end to it in short order. What do you think should be done? I am almost daily urged by prominent citizens to declare martial law here. It would, however, only remedy a few evils, while causing much inconvenience. I think that every desirable end could be attained by a military police and a registry of all comers. I would like to have your views about the propriety of having martial law here. Thus far I have steadily declined to do so.

V. After the disasters in Tennessee, and when I became satisfied that Columbus could not be held, I ordered all the stores on hand at Baton Rouge to be sent here, as that city could be taken and all the public property there destroyed by half a dozen gunboats at a dash.

Meanwhile I am enlarging the laboratory and arsenal here, so as to be prepared, in some small measure, in case the Baton Rouge works should be destroyed. It does not seem to meet with the approval of Col. Gorgas, who regards it rather with the eye of the head of a bureau than as a military commander.

Meanwhile I must go ahead with preparations which I consider to be of vital importance until you put a stop to it. I have at the marine hospital a steam engine and a large number of hands employed in repairing arms, making ammunition, &c., &c., and had it not been for this we never could have forwarded eight regiments and four batteries to aid them in Tennessee, for nothing of any description has been sent here, except some saltpetre.

VI. I am hunting all over the Confederacy to procure saltpetre to rework the powder lately arrived from Cuba. They are sending it from Memphis to Augusta. I have, however, sent an agent to Texas to get some that I heard was at Houston; and there is a lot of six thousand pounds en route here from Georgia. Until I get some the powder must remain in statu quo.

VII. Permit me again to urge upon you the necessity for sending here an officer of ordnance, to attend to the numerous requisitions constantly made upon this department from all quarters. Much delay and difficulty has arisen from the want of such a person here. This duty

has been performed by Maj. Smith in addition to his other duties; but by this arrangement injustice is done both to him and to the public service.

VIII. I am somewhat fearful that a little too much latitude has been given to the steamboat captains and pilots in charge of the river expedition. If the current of opinion here should set against them, they will be unable to get crews, and I would recommend a responsible head to the expedition when it is ready to move, otherwise there will be discussion, confusion and consequent inaction.

IX. The Calhoun runs up the river below the forts, and we have nothing to keep her back. I hope the Secretary of the Navy will keep at least one vessel here to prevent the enemy from making reconnaissances under our very guns.

X. I allow no arms or powder arriving to escape me, but have no need to "impress," as I will not give a permit to go out until I have the promise of the refusal of the cargo. The arrangement works smoothly.

Respectfully, your obedient servant,

M. LOVELL,  
Major General Commanding.

(No. 85.)

NEW ORLEANS, March 7, 1862.

Hon. J. P. BENJAMIN—

In case of evacuation of points now fortified, please order ten-inch guns and mortars here.

M. LOVELL.

(No. 86.)

CONFEDERATE STATES OF AMERICA,  
Headquarters Department No. 1,  
New Orleans, La., March 9, 1862. }

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

SIR: In obedience to your orders I have sent forward to Tennessee, besides the 13th Louisiana already detached, the following regiments, viz: the 16th, 17th, 18th, 19th and 4th Louisiana, and the 7th Mississippi regiments. The 20th will leave on Tuesday; Gibson's and Vaiden's field batteries have also gone forward.

In addition, Gov. Moore has sent the Crescent regiment and 5th company Washington Artillery, and the Orleans Guard battery, with three companies of that battalion will go in a few days, all nominally for 90 days, but there is every reason to believe that once in the field, they will remain. These troops have all been fitted out completely by the State; I have only furnished ammunition, subsistence and transportation. One or two independent companies will probably join Beauregard in the same manner.

The four Mississippi companies of Harcastle's battalion which were here, I have ordered to join their own corps now with Gen. A. S. Johnston.

You will thus perceive that this department has been completely stripped of every organized body of troops. To replace them, I have called upon Gov. Moore for 10,000 volunteers and militia for the defence of the lines about New Orleans, which call I hope will meet with the approval of the government.

Persons are found here who assert that I am sending away all troops so that *the city may fall an easy prey to the enemy.*

All requisition for ammunition have been filled until I have none left, except what is in the hands of troops. Neither have I funds placed at my disposal to create supplies in place of those sent off.

If the enemy intends an attack here, he will make it soon, and I trust no further calls will be made until we are placed in a defensible condition.

Respectfully, your obedient servant,

M. LOVELL.

*Major General Commanding.*

(No. 87.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 New Orleans, La., *March 10, 1862.* }

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

SIR: The steamer Tennessee has been unable to get out of the river so far. When she went down to make the attempt, it was understood that she would be assistant to the extent of calling off the attention of the blockaders, by one of our gun boats. These, however, have all been ordered up the river, and she still remains at the lower forts.

Since the river expedition (Montgomery's,) was set on foot, circumstances have so materially changed as to require, in my judgment, at least a temporary change in the programme. The evacuation of Columbus puts an end to any attack upon the enemies fleet at Cairo.— Still I should have sent the whole number (14) up as soon as they were ready, notwithstanding the Secretary of the Navy had ordered every gun afloat up the river, had not the heavy drift and current broken up, in a great measure, the river obstructions at Fort Jackson. Under these circumstances, with the enemy's fleet collecting, and beginning to enter the mouths of the river with boldness, and having an open passage to New Orleans, if the batteries below are passed, I have written to Gen. Polk that I could put no guns on the boats of the expedition, and that until I could replace some obstructions in the river I should feel compelled to keep here six of the steamers. The fleet threatening us below is much more formidable than that above, and I object strongly to sending every armed vessel away from New Orleans at this time. This city has been already too much weakened by the detachments of all kinds. Loud complaints are made on all hands; and until we are placed in security below, I do not think it advisable to draw anything further from this point, except the eight ships strengthened and prepared for their guns, which can be furnished above as well as here.

Respectfully, your obedient servant,

(Signed)

M. LOVELL,

*Major General Commanding.*

(No. 88.)

NEW ORLEANS, *March 11, 1862.**Hon. J. P. BENJAMIN—*

Quartermaster, commissary, river defence, engineer and medical funds exhausted. Time is important, can't move rapidly without money.

M. LOVELL.

(No. 89.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
 Richmond, *March 12, 1862.* }

*Gen. M. LOVELL, New Orleans—*

SIR: I have your letter of 27th ult., together with its enclosures. I have also received several communications in relation to the command of the river steamer defences, and both the President and myself have felt much embarrassed by them. The expedition was planned and gotten up by Captain Montgomery and Townsend, recommended by the whole Missouri delegation, and Gen. Polk, and the objections made to them, now appear to us of the most vague and inconclusive character.

The President has great confidence in Capt. T. C. Lathers, and if he can be induced to go as commander of the expedition, you are requested to put him in command of the whole, Capt. Montgomery second, Capt. Townsend third, and the remainder in such order as may be fixed by Capt. Montgomery.

The list of Captains recommended by Montgomery and Townsend, is as follows, viz:

January 15, Captain John A. Stevenson.

" 26, Isaac Hooper.

" 27, Burdett Paris.

" 28, John H. Burke.\*

" 29, James Beverly Smith.

" 30, James C. Delancy.

" 31, Joseph Davis McCoy.

February 1, William H. H. Leonard.\*

" 2, James Henry Hurt.

" 3, George Willholland Phillips.

" 4, William W. Lamb.

" 5, Joseph A. Sturtevant.\*

The three against whose names crosses have been placed, are said by some of the citizens of New Orleans to be unreliable. If you could replace them (the last especially) by some Captains acceptable to our people, with the consent of Montgomery and Townsend it would be well.

I do not, myself, find sufficient reason for distrusting the parties, but public opinion ought to be satisfied if possible.

In relation to these three parties you will use your own discretion.—The expedition ought to go as promptly as possible; subject to the orders of Gen. Beauregard, as regards the service required of it, (but of course without any interference in their organization,) and the relative rank of each officer settled in a general order which you are hereby



authorized and requested to issue to them in conformity with the foregoing instructions.

I have sent you \$300,000 on account of the expenses of this expedition, and will send you further remittances very promptly. As soon as I can get *one* moment, I will answer the rest of your letter, but I conclude by saying that your whole conduct of your department justifies the confidence reposed in you, and that I have not yet found a single act of yours which I disapprove in the smallest degree.

Your obedient servant,

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

P. S.—If Captain Lather's won't go, then give the command to Montgomery.

If you can get Captain Holmes to take charge of one of the boats I would be gratified. He is an excellent officer.

The expedition is in no event to be put under control of officers of the navy.

(No. 90.)

CONFEDERATE STATES OF AMERICA, }  
*War Department,* }  
Richmond, March 22, 1863. }

*Maj. Gen. M. Lovell, New Orleans—*

SIR: Before turning over the affairs of this department to my successor, I am anxious to give you full replies to your letters of 6th, 9th and 10th instants, as well as those remaining unanswered in your letter of 27th ultimo.

I. I send you a remittance of three hundred and fifty thousand dollars, which will enable you to pay sixty per cent. of the value of the fourteen steamers seized for the public use. I applied to Congress for a further appropriation of half a million of dollars, which will, it is hoped, suffice to complete all payments for these vessels.

II. I have seen Col. Gorgas on the subject of the works at the marine hospital. Your action in this matter is fully approved, and nothing is more gratifying than the zeal and activity you have so intelligently applied to remedying the deficiency under which we labor in the conduct of this war. Exercise your discretion in concentrating all our resources for the public defence, and feel assured of executive support and approval.

III. The nomination of Col. Smith as Brigadier General, was sent to the Senate more than a week ago, but from some cause it has not yet been confirmed. I shall inquire into the difficulty immediately.

IV. No more calls will be made on you for any supplies.

Your assistance to the army in Tennessee has been most timely and valuable, and exceeded what I had hoped. I informed you by telegraph this morning that I had ordered forty-four thousand pounds powder from Columbus to you. This is part of the cargo of the Florida, which brought sixty-four thousand pounds. The remaining twenty thousand pounds have been sent to Mobile, so that the whole cargo goes to the gulf; my main purpose in sending it was to enable you to supply the new iron clad steamers just about to be completed.

From the recent experiment of the *Virginia*, and what I hear of the steamers at New Orleans, I feel confident that if even one of them can be got ready before you are attacked, she will disperse and destroy *any* fleet the enemy can gather in the river, above or below. The naval officers say that Tift's steamer is far superior to the *Virginia*, and the *Virginia's* performances were more extraordinary than the printed reports exhibit. If she had only drawn five feet less water, she would *certainly* have captured the *Minnesota*. She is in perfect order and will soon make another dash, and our officers are confident of taking or sinking the *Monitor*.

V. We have received from the *Gladiator* and *Economist*, altogether, one hundred and ninety thousand pounds powder. The *Florida's* I send to New Orleans and Mobile. A large quantity of powder, nearly one hundred thousand pounds, was lost in our disasters at Forts Henry and Donelson, and the evacuation of Nashville. If, with the powder from the *Florida* you are still short, I must try and have part of that received from England forwarded to you; but I hope this will not be necessary. We have contracts out for several thousand tons of saltpetre, and ought now very soon to receive one or two cargoes. This would put us on our legs completely.

There is saltpetre in Mexico, and Mr. Oliver came here to make contracts with me, but I could do nothing with him.

He wanted large advances and to bind himself to nothing. He was so fearful of responsibilities that it was impossible to agree on *anything*. See his agents, Messrs. Avendain Brothers, in New Orleans. They may, perhaps, procure you promptly a saltpetre supply.

VI. I ought to have mentioned in regard to powder by Florida, that the parties telegraphed that they require for it two dollars a pound *cash*, delivered in Marianna, Florida, the department to take the risk and expense of getting it to Columbus. I consider this extortionate, in view of the fact that they had called on the Government for help to save it and get it to Columbus. I ordered Gen. Pemberton to impress it at that rate. I advise you of these facts for information. The parties complain that they have only received \$120,000 on account of the powder per "*Vanderbilt*." Pray settle up with them for that cargo.

VII. Your call on Governor Moore for troops, to replace those sent to Tennessee, is approved.

VIII. In view of the great extent to which you have been weakened by sending aid up the river, you are right in retaining some of the steamboat fleet below. I hope, however, that the iron clad boats will soon be under way and relieve you from all fear of a river attack.

Your obedient servant,

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

(No. 91.)

NEW ORLEANS, *March 22, 1862.*

Hon. J. P. BENJAMIN:

Please order General Jones, at Mobile, to send me some ten (10) inch columbiads and sea coast mortars, promptly.

M. LOVELL.

(No. 92.)

NEW ORLEANS, *March 22, 1862.**Hon. J. P. BENJAMIN, Secretary of War—*

Seven vessels of enemy inside of mouth of river. All naval ships at Memphis. I will have to retain six (6) of Montgomery's fleet for service below.

M. LOVELL.

(No. 93.)

RICHMOND, *March 23, 1862.**Major General LOVELL, New Orleans—*

I have ordered forty-four thousand pounds of cannon powder sent to you from Columbus, to enable you to supply gun boats. Have also sent orders for heavy guns, as requested in your dispatch of yesterday.

J. P. BENJAMIN,

*Acting Secretary of War.*

NOTE.—On the 24th of March, 1862, Hon. G. W. Randolph entered on the duties of the office of Secretary of War.

(No. 94.)

CONFEDERATE STATES OF AMERICA,

*Headquarters Department No. 1.**New Orleans, La., March 22, 1862.**Hon. J. P. BENJAMIN, Secretary of War—*

SIR: I have the honor to acknowledge the receipt of your letter of the 12th relative to Montgomery's expedition. The evacuation of Columbus overturns his original intentions of destroying the enemy's fleet at Cairo, and, in my judgment, they can now be used only as assistants to the land and naval forces in defending our own positions. The people of New Orleans thought it strange that all the vessels of the navy should be sent up the river, and were disposed to find fault with sending, in addition, fourteen steamers, leaving this city without a single vessel for protection against the enemy, who was collecting heavy fleets near the mouth of the river. Within the past few days they have had thirteen ships near the mouth, and have succeeded in towing inside several large steamers, which, in my opinion, only await the arrival of the mortar fleet to attempt to come up the river to New Orleans, and operate as a diversion for the column descending from Cairo. Under these circumstances I shall retain here six of Montgomery's ships to assist in repelling any attack upon the forts below.

At my request Governor Moore is also fitting up, with bulkheads of cotton, two vessels, which will give us eight here. This will be of material service and will quiet the people, who think that they have been too much neglected. In guns of large calibre we are greatly deficient, as I have mentioned before. It was to be hoped that in the evacuation of Pensacola, some ten-inch columbiads would be sent here, but I have only succeeded in getting one, and that by sending a persevering officer after it.

I enclose you two orders on the subject of martial law. Affairs here

have reached a crisis (which Mr. Yancey will explain to the President) and it became necessary for some one to seize the helm with a strong hand, or we should have had trouble, perhaps bloodshed, between men who were all friendly to the cause. A city composed of such heterogeneous elements as this, with an excitable population, who are easily led into excesses, is difficult to govern, as there are so many interests to consult, each jealous of the other. This rendered the appointment of provost marshals a matter of great difficulty, more especially as I knew that there were large and influential associations in existence, whose leaders were desirous to take control. The universal approval of my appointments throughout the city, and the satisfaction and quiet, so apparent to all, leads me to infer that the difficulty has been entirely solved, and everything seems to have settled back into its proper channel. We shall encourage our friends, root out our enemies, guard the public interests, and keep the speculators well in hand. No movement has been made since martial law was proclaimed that has not been received with approval by the people at large. I feel sure that the administration and our cause have been saved from a terrible embarrassment here in New Orleans.

We are called upon here from all quarters to furnish everything—powder, food, equipments and ordnance stores of all kinds, and it is utterly impossible to make any estimate which will suit the requirements of the bureaux. We must have money *here in large quantities*, for we know not what urgent requisition may come upon us by telegraph at a moment's notice. Bragg telegraphed to-day for five hundred thousand pounds hard bread, yet the estimate of my commissary, approved by me, has been returned from Richmond, *for details* of what we would require. Such red tape will kill us. We had to borrow money to keep troops from suffering. This point being recognized as a great source of supply, I hope you will see the importance of placing large amounts of money here for all the bureaux—commissary, ordnance, quartermaster and medical purveyors. It is utterly impossible to foresee what we will require. Money will have to be borrowed to keep our troops in Tennessee from wanting bread. This certainly could not have been foreseen by the assistant commissary of this department.

I thank you very warmly for the confidence expressed in the last paragraph of your letter, and trust that nothing will occur to abate it. My position here is one of labor and difficulty, without much chance for glory, but I shall do my duty as I understand it without "partiality, favor or affection."

Respectfully, your obedient servant,

M. LOVELL,  
*Major General Commanding.*

(No. 95.)

NEW ORLEANS, *March 29, 1862.*

Hon. J. P. BENJAMIN—

I cannot get heavy guns from Mobile. The enemy is in large force at the mouth of the river. Please order commanding officers at Mobile to send immediately.

M. LOVELL.

(No. 96.)

RICHMOND, *March 29, 1862.**General M. Lovell, New Orleans—*

What guns do you mean? Guns in batteries, or guns on their way to you?

(Signed)

G. W. RANDOLPH,  
*Secretary of War.*

(No. 97.)

NEW ORLEANS, *March 31, 1862.**Hon. G. W. Randolph—*

A part of the ten (10) inch columbiads and sea coast mortars which were at Pensacola. New Orleans has only one of the former and none of the latter.

M. LOVELL.

(No 98.)

NEW ORLEANS, *April 3, 1862.**General GEORGE RANDOLPH—*

The seizure of Governor Moore's guns by the War Department leaves me in a precarious condition. We sent off all our men, relying upon those guns to arm others. Please order them here.

M. LOVELL.

(No. 99.)

NEW ORLEANS, *April 4, 1862.**General COOPER—*

Is Colonel Smith appointed brigadier general? His instant services are required. Where is the powder to be sent from Columbus?

M. LOVELL.

[ANSWER TO THE LAST TELEGRAM.]

(No. 100.)

RICHMOND, *April 4, 1862.**To General M. Lovell—*

Colonel Martin L. Smith has been nominated brigadier general, but not yet confirmed. Colonel Gorgas will telegraph you to-day respecting the powder.

(Signed)

S. COOPER,  
*Adjutant and Inspector General.*

(No. 101.)

RICHMOND, *April 4, 1862.**Gen. Lovell, New Orleans—*

I have already ordered Colonel T. M. Jones, at Pensacola, and requested Governor Milton, of Florida, to hold the arms subject to Gov-

ernor Moore's order, and have notified him of the fact. I have also endeavored to get columbiads and sea coast mortars for you from Pensacola, but find that all have been sent to Mobile that could be spared.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 102.)

CONFEDERATE STATES OF AMERICA,  
*War Department,*  
Richmond, April 7, 1862. }

*Major General M. Lovell,*  
*Commanding, &c., New Orleans, La.—*

SIR: You are authorized to permit the removal of the iron from the Mexican Gulf railroad, if the government have the right to it, or to save it from the enemy.

Very respectfully,

GEORGE W. RANDOLPH,  
*Secretary of War.*

(No. 103.)

NEW ORLEANS, April 9, 1862.

*General G. W. RANDOLPH—*

Can some small arms be sent here? We have sent all to Corinth with troops, and now require two thousand.

M. LOVELL.

(No. 104.)

NEW ORLEANS, April 10, 1862.

*General G. W. RANDOLPH—*

Can you possibly order here four or five thousand small arms? I have sent all my troops to Corinth, but have several unarmed war regiments.

M. LOVELL.

(No. 105.)

RICHMOND, April 10, 1862.

*Major General M. Lovell, New Orleans—*

Are the cotton-lined boats ready, and where are they?

G. W. RANDOLPH,  
*Secretary of War.*

(No. 106.)

NEW ORLEANS, April 11, 1862.

*General RANDOLPH, Secretary of War—*

With forty (40) vessels in the lower river, please protest in my name against sending the Louisiana up the river; if she must go, let her

leave two (2) seven (7) inch rifles now at Fort Jackson. She has one (1) on board besides other heavy guns—all she can use in the upper river to advantage. We have not now as many guns of heavy calibre as at Mobile.

M. LOVELL.

(No. 107.)

RICHMOND, *April 11, 1862.*

*General M. LOVELL, New Orleans—*

We have just had a call for arms from Corinth which we cannot supply, but hope soon to be able to do so, and to send you some. Did you receive my telegram yesterday, asking where the cotton-lined boats are.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 108.)

NEW ORLEANS, *April 11, 1862.*

*Gen. RANDOLPH, Secretary of War—*

Five cotton boats have gone up, three more will go to-night. The other six are to go below. Four being ready.

M. LOVELL.

(No. 109.)

RICHMOND, *April 11, 1862.*

*Maj. Gen. LOVELL, New Orleans—*

The Louisiana was ordered up the river to meet three iron-clad boats which have succeeded in passing Island Number Ten, and her presence there is deemed very important to the defence of New Orleans. The guns were intended expressly for her, and the Secretary of the Navy is unwilling to give them up.

You have not answered my two telegrams asking where the cotton-lined boats were.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 110.)

NEW ORLEANS, *April 15, 1862.*

*Gen. RANDOLPH—*

The enemy is preparing for a formidable attack on the forts below, he shelled them a little for past two days; no harm done. Twenty-seven vessels in sight from forts.

M. LOVELL.

(No. 111.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department, No. 1,*  
 New Orleans, La., *April 15, 1862.* }

*Gen. G. W. RANDOLPH, Secretary of War—*

SIR: I beg leave to report that the funds for the river defence fleet which were sent me, are nearly exhausted. The enormous price of every kind of materials has made the preparations very expensive, in addition to which the river pilots, (Montgomery and Townsend,) who are the head of the fleet, are men of limited ideas, no system and no administrative capacity whatever. I very much fear, too, that their powers of execution will prove much less than has been anticipated.— In short, unless some competent person of education, system and brains is put over each division of this fleet, it will, in my judgment, prove an utter failure. No code of laws or penalties has been established, and it is difficult to decide how deserters from the fleet are to be tried and punished. There is little or no discipline or subordination—too much “steamboat” and too little of the “man-of-war” to be very effective. The expenses of fitting up, provisioning, coaling and paying advances so far on the 14 ships, are about \$800,000. I have received \$950,000, but have paid nothing as yet towards the \$563,000, at which sum the vessels seized were appraised. The original appropriation was one million. Capt. Montgomery informs me that half a million more has been voted, if so, it should be sent on at once, so as to pay off the liabilities on the vessels. I trust that the results to be derived from this fleet, will compensate for the outlay; but unless some good head is put in charge of it, I fear such will not be the case. The expenses for outfit, payment for ships and month’s wages, will consume one and a half millions. It is due, however, to Montgomery to say, that for everything he has been compelled to pay nearly three hundred per cent. over current peace prices. Eight of these vessels are up the river, and four below, the remaining two will go below in a few days.

I telegraphed Gen. Beauregard some time since about fortifying at Vicksburg, although we have no guns to put up there; but in case we fall back from the Corinth and Memphis line, we might make a fair stand on a line running from Vicksburg, through Jackson and Meridian. I have no officers of engineers to send there, but think the subject of importance.

The enemy has forty vessels just below Fort Jackson, and has been firing occasionally for two days past. I think they will locate their mortar ships, shell the forts for several days or weeks, and then try to dash by with their steamers. They have four ships of the class of the Hartford, and twelve or fifteen gun boats, besides twenty-one mortar schooners. If we can manage to obstruct the river so as to retain them thirty minutes under our fire, I think we can cripple the fleet.

We have several regiments here which have enlisted for the war, but are entirely destitute of small arms, I having sent all I had to Corinth with Ruggles’s brigade.

Heavy requisitions entirely unforeseen, are constantly made on this department for supplies of all kinds, and when they come are generally very urgent. To meet such calls, large amounts of funds should be kept here, either in the hands of the different disbursing officers, or



placed at my disposition. It is too late after the requisition is received to make estimates; neither can we give details in advance.

I received a telegram from the President that the Secretary of War had, in answer to my dispatches about the necessity of martial law, in some of the adjoining parishes, written me fully on the subject. I have not received his letter. The good citizens in many of the neighboring parishes are sending petitions constantly to have martial law extended over there. It should be done in order to make it effective in those parishes where it exists. Please inform me on this point, as also how are the expenses of Provost Marshals to be paid hereabouts.

Respectfully, your obedient servant,

M. LOVELL,

*Major-General Commanding Department.*

(No. 112.)

NEW ORLEANS, *April 16, 1862.*

G. W. RANDOLPH—

My commissary, Maj. Lanier, is out of funds. Cannot use bonds. Heavy demands made on him. He can get no answer from commissary general.

M. LOVELL.

(No. 113.)

NEW ORLEANS, *April 22, 1862.*

Gen. RANDOLPH—

In case city should be occupied, should cotton and tobacco belonging to foreigners be destroyed? I require funds for river defence fleet immediately, or cannot keep it up.

M. LOVELL.

(No. 114.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 New Orleans, La., *April 11, 1862.* }

Gen. G. W. RANDOLPH, *Secretary of War—*

SIR: The occupation of Tennessee by the enemy, the low water in Red river, the interruption of the railroads at Decatur, and the want of communication by rail with Texas, all combined, have brought about a scarcity of provisions here. Mr. E. Solomon goes hence to Richmond as special agent, to endeavor to remedy this evil, if possible. I beg that you will cause all necessary orders to be given to facilitate his mission, as you will perceive at once, it is one of vital importance. He takes letters from Governor Moore and several of our most prominent citizens.

Very respectfully your obedient servant,

(Signed)

M. LOVELL,

*Major-General Commanding.*

(No. 115.)

[Telegram.] |

To Gen. S. COOPER—

NEW ORLEANS, *April 23, 1862.*

Bombardment continues with unabated vigor, now five days and nights. We still hold out with four casualties, but Fort Jackson much cut up. Want more powder if it can be had.

M. LOVELL.

(No. 116.)

RICHMOND, *April 25, 1862.*Maj. Gen. M. LOVELL, *New Orleans*—

It has been determined to burn all the cotton and tobacco, whether foreign or our own, to prevent it from falling into the hands of the enemy.

You will therefore destroy it all, if necessary, to prevent them from getting it.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 117.)

CAMP MOORE, *May 1, 1862.*Gen. RANDOLPH, *Secretary of War*—

Have received no instructions about destruction of cotton. Shall I destroy all that can be reached by the enemy, leaving each planter a portion for supplies; if so, what per centage shall be left? Shall I burn the barracks and arsenal at Baton Rouge?

M. LOVELL.

(No. 118.)

CAMP MOORE, *May 2, 1862.*

Gen. RANDOLPH—

Butler occupied New Orleans to-day. Cannot enroll men there.—What is to be done about destroying cotton?

M. LOVELL,

(No. 119.)

RICHMOND, *May 2, 1862.*

Gen. M. LOVELL—

The following dispatch was sent to you on the 25th ultimo:

A. T. BLEDSOE,  
*Assistant Secretary of War.*

“It has been determined to burn all the cotton and tobacco, whether foreign or our own, to prevent it from falling into the hands of the enemy.

You will therefore destroy it all, if necessary to prevent them from getting it.

(Signed)

“G. W. RANDOLPH,  
*Secretary of War.*”

(No. 120.)

RICHMOND, *May 3, 1862.**Major Gen. Lovell, Camp Moore, via Mobile—*

This is the third telegram which has been sent you about burning cotton, the last two copies from the first. It is this: It has been determined to burn all the cotton and tobacco, whether foreign or our own, to prevent it from falling into the hands of the enemy.

You will, therefore, destroy it all, if necessary, to prevent them from getting it. Acknowledge receipt of this at once.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 121.)

CAMP MOORE, *May 4, 1862.**Gen. RANDOLPH—*

Dispatch about cotton received. Immediate steps taken to carry out the instructions yesterday. Want copy of law to organize guerrilla parties with authority to act. This is the only available force in the swamps of Louisiana.

M. LOVELL.

(No. 122.)

RICHMOND, *May 6, 1862.**Maj. Gen. M. Lovell, Camp Moore, La.—*

I see no reason for the destruction of the barracks and arsenal at Baton Rouge. You will, therefore, preserve them, unless, in your opinion, there is some urgent reason for their destruction.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 123.)

RICHMOND, *May 21, 1862.**Major General M. Lovell, Camp Moore—*

I am informed that you do not consider yourself instructed as to the destruction of the cotton on the Mississippi, and to avoid misconception or mistake, I now instruct you to destroy cotton, tobacco, military and naval stores, or other property, of any kind whatever, which may aid the enemy in the prosecution of the war, whenever and wherever, in your judgment, it is necessary to prevent such property from falling into the hands of the enemy.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 124.)

VICKSBURG, *May 22, 1862.**Gen. G. W. RANDOLPH, Secretary of War—*

You were misinformed. I have already given full instructions for destruction of the property named.

M. LOVELL.

(No. 125.)

RICHMOND, Jan. 28th, 1862.

*Major General M. Lovell, Camp Moore—*

Claims are presented for the steamships Mexico and Orizata. Are they a part of the river defence fleet? If so, we will apply the balance of the appropriation to the payment of the bills. There will still be a balance of thirty odd thousand dollars due. Have you funds to pay it?

G. W. RANDOLPH,  
*Secretary of War.*

(No. 126.)

RICHMOND, May 31, 1862.

*Maj. Gen. Lovell, Camp Moore—*

A claim against the government for repairs on the gun boat, Gen. Lovell in favor of John McLean, certified by two captains, B. Paris and James B. Smith, and by W. S. Lovell, lieutenant colonel and disbursing officer, has been presented. It obviously blends charges for work on different boats. Accounts so inaccurately certified cannot be allowed. Can you certify to the amount. It is \$814 37.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 127.)

RICHMOND, June 1, 1862.

*General M. Lovell, Camp Moore—*

The sum of two hundred and thirteen thousand dollars is to your credit on the books of the C. S. Treasurer. Authorize, by telegraph, one hundred thousand dollars to be deposited to the credit of the appropriation, for the defence of the Mississippi river, and the claims here can be paid. Direct your telegram to the C. S. Treasurer.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 128.)

RICHMOND, June 5, 1862.

*Major General Lovell, Jackson, Miss.—*

You will send a flag of truce to General Butler and inform him that you have heard that he has put prominent citizens of New Orleans to labor with ball and chain. Say to him that we shall retaliate, if such be the fact, but will wait for a contradiction if he thinks fit to make it.

GEO. W. RANDOLPH,  
*Secretary of War.*

(No. 129.)

RICHMOND, June 6, 1862.

*Maj. Gen. Lovell, Jackson, Miss.—*

When you send the flag of truce to General Butler, for the purpose indicated in my telegram of yesterday, you will also enquire of him if

the statement purporting to come from citizens of New Orleans, that he had appropriated, for the use of his army, a portion of the provisions allowed to pass through our lines for the citizens of New Orleans, be true.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 130.)

RICHMOND, *June 9th, 1862.*

*Maj. Gen. M. Lovell, Jackson, Miss.—*

I am informed that General Smith has ordered Captain W. H. Johnson, of Colonel Starke's regiment, stationed on the Big Black river, to burn all the cotton in his reach, whether liable to fall into the enemy's hands or not. This order, if issued, is illegal, and must be countermanded.

G. W. RANDOLPH,  
*Secretary of War.*

(No. 131.)

C. S. A. WAR DEPARTMENT, }  
Richmond, *June 10th, 1862.* }

*Major General M. Lovell,*  
*Camp Moore, Tangipola, La.—*

GENERAL: Your attention is respectfully called to the annexed copy of a letter received from a person in Louisiana, in regard to the evacuation of the forts at Grand Caillon, and you are requested to report to this department the facts of the case.

Very Respectfully, your obedient servant,

G. W. RANDOLPH,  
*Secretary of War.*

[NOTE.—The letter referred to in the above was that of Governor Moore to the President, of date May 21st, 1862, which see, with the endorsement thereon, in the correspondence between Governor Moore and the War Department, p. —.]

(No. 132.)

CONFEDERATE STATES OF AMERICA, }  
*Headquarters Department No. 1,* }  
*Jackson, Miss., 19th June, 1862.* }

*Gen. G. W. Randolph,*  
*Secretary of War, Richmond, Va.—*

GENERAL: In reply to your letter of the 10th instant, requesting the reasons for evacuating Fort Quitman, on the Bayou Grand Caillon, I have to state that it was a little earth work, with two smooth bore thirty-two pounders, established by me to prevent ingress for marauding parties by the enemy, in small vessels, through the Caillon and other inlets, into the northern parishes of Louisiana.

The fall of New Orleans laid open the route to those parishes, and as the troops stationed in the fort were supplied from the city, and were at any moment liable to be taken in rear and captured by way of the Opelousas railroad, which was in the enemy's hands, I ordered the guns to be spiked, and the garrison (a small company of twelve months volunteers) to bring away their small arms, the ammunition and the stores, and to rejoin me at Camp Moore. The enemy did not go down, it is true, for some days, but they could have gone at any hour and any day, and taken the men with their arms, which I was anxious to preserve. The order I gave was not obeyed. Instead of joining me at Camp Moore, the men mutinied and disbanded, and both officers and men returned to New Orleans. It would be well, as your correspondent suggests, to punish the officers, but, as they are now in New Orleans, such a step is impracticable.

A glance at the map, which I sent to the department some months ago, will show that after the city fell, the little works on the coast must be abandoned, being altogether unnecessary.

The report of the cargo of the vessel and her capture, as in all other instances, is grossly exaggerated.

Some few citizens fired upon two or three Federals, in retaliation; a number of them were taken prisoners and threatened with death if they did not produce the parties who had committed the act, but the penalty was not inflicted.

I had no force to protect the people in that district of country, but sent an officer to raise a partizan corps for that purpose, yet the *prominent citizens earnestly entreated that the corps should not be raised there*, unless I could send a large body of troops to protect them from the additional outrages to which they would be subject from the Yankees for having raised such a corps. Having no large force to send, and objections being raised to a small one, I countermanded the order.

The fact is, that that part of the country is inhabited by two classes of people—the rich, fearful of their property and not anxious to resist unless supported by an army in every parish—and the poor miserable mixed breed, commonly called Dagos or Acadians, in whom there is not the slightest dependence to be placed. I gave authority to several persons to raise partizans there, but they met with no success. When I urged that the bridges over the railroad be destroyed, a parish delegation entreated that it be not done, as it would bring down upon them Yankee vengeance; they would only consent to assist, on condition that I should send a large body of troops there. Moreover, if the railroad had been destroyed, the stage of water was such that free access could have been had to Thibodeaux through bayou Lafourche. I therefore concluded, at the request of many of the most influential citizens, to delay operations until the subsiding water should have deprived the enemy of the means of entering the interior at pleasure.

Had a contrary course been pursued, the whole country would have been devastated without a possibility of preventing it. Nine out of every ten persons from that part of the country warmly approved of my decision.

I trust that the department will not give ear to the many false and absurd rumors that are set afloat by persons who think that there should be an army stationed on every plantation for its protection.

I am satisfied that our present condition is to be attributed, in a great measure, to the fact that we have followed this plan too much already, dispersing instead of concentrating our troops, and thus rendering them an easy prey to the enemy.

Very respectfully, your obedient servant,

M. LOVELL,  
Major General Commanding.

(No. 133.)

RICHMOND, June 21, 1862.

General M. LOVELL, Jackson, Miss.—

The arms sent to Jackson, were, by direction of the President, placed at the disposal of Governor Pettus. It is hoped that there will be no difference about the disposition proper to be made of them.

G. W. RANDOLPH,  
Secretary of War.

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CORRESPONDENCE BETWEEN THE PRESIDENT, WAR  
DEPARTMENT AND GOV. T. O. MOORE,

*Relating to the Defences of New Orleans. Submitted in response to a  
Resolution of the House of Representatives, passed 3d Feb., 1863.*

CORRESPONDENCE.

GOVERNOR MOORE TO PRESIDENT DAVIS.

(No. 1.)

HEADQUARTERS LOUISIANA MILITIA, }  
New Orleans, Sept. 20, 1861. }

Hon. JEFFERSON DAVIS,

*President Confederate States—*

DEAR SIR: I am now endeavoring to organize the militia of my State, in order that we may be in some state of preparation for an attack. The generals, and some of their subordinates, at a recent meeting to concert measures to this end, adopted the following resolution, which, at their request, I forward to you:

“Resolved, That the Governor of this State be requested respectfully to write immediately to the President of the Confederate States, and ask his excellency to appoint and send to New Orleans two competent superior officers, one of the corps of engineers and one of the artillery, to form with General Twiggs a board of defence.”

Without sanctioning the request contained in the last part of the resolution, concerning the board of defence, which appears to me not consonant to military usage or propriety, I have already represented to you the necessity of having an officer here, who, with youth, energy and military ability, would infuse some activity in our preparations and some confidence in our people. I hope, ere this, General Van Dorn has ac-

quainted you with my views, which, from motives of delicacy, I preferred to deliver to him verbally in a confidential conversation.

The generals of my militia have designated the corps from which the officers to be sent here should be selected. I leave that to your good judgment, asking only that this city, the most important to be preserved of any in the Confederacy, and our coast, the most exposed of all the States, be no longer neglected.

I am, very respectfully, your obedient servant,

(Signed)

THOMAS O. MOORE.

GOVERNOR MOORE TO SECRETARY OF WAR.

(No. 2.)

NEW ORLEANS, *Sept. 22, 1861.*

J. P. BENJAMIN,

*Acting Secretary of War, Richmond, Va.—*

DEAR SIR: Some time since Capt. W. W. Breazeale sent me his resignation to be forwarded to the Secretary of War, on account of ill-health, but he has recovered his health and desires to withdraw it. If it has not been accepted please return it to him at Natchitoches. He belongs to the third regiment (Col. Hebert) of Louisiana Volunteers in Missouri, and a high-toned, gallant gentleman, and participated in the battle of Oak Mills with distinction.

I am looking anxiously for the officers you promised to send us. A gentleman by the name of Smith, I believe from New York, is much desired here, or Capt. Boggs at Pensacola. I have felt considerable anxiety (but never have mentioned it, except to Moise,) about assistance here when it should be required. You are now in a situation not to send off a man from Virginia, Kentucky or Missouri. What should we do in Louisiana if we should be attacked by even thirty thousand men? when all are gone and arms too? Our fortifications are very backward. We have but one engineer here, (Major Smith,) and he is not an active one according to my judgment. I am not satisfied with our situation—*not at all*; and should we be attacked by any strong force, I am fearful of the result.

My arms have all been given out, and all gone. We could get the men, but would be of no use.

I sent to Cuba for guns long since, and made a failure. I have now one thousand eight hundred there, if I could get them, besides I have sent a considerable amount to another point, but whether I shall ever get them or not I do not know, and as for our reliance on the assistance of any volunteers now in those States where hostilities exist, whether from our State or others, it is very poor. It is high time ample provision was made for the reception of our enemies. If they cannot raise soldiers rapidly, they can, it is said, raise any number of sailors and marines. Dr. Mackei writes from Nashville (just arrived there from the North) that gigantic measures are being adopted at the North for a move on Louisiana, and no secret in the matter, and that he believes it will be made soon. Now, my dear sir, do at once what may be necessary for our State. I can't say any more, as my office is filled with talkers.



I am anxious for saltpetre. I am alarmed to death for want of powder. Aid us in these materials, as we could fight but a short time with present supply.

By the very earnest solicitations of General Polk, General Twiggs has consented to send the third regiment to him, so you can, if agreeable, leave the fourth here, but if it remains across the lake it would do no good for the defence of the city.

General Dahlgreen is over the lake with fifteen hundred or two thousand men. Is that force not sufficient? I desire to write you relative to the gentleman above, and may do so. If I do not another will.

Yours, very truly,

(Signed)

THOMAS O. MOORE.

(No. 3.)

NEW ORLEANS, *September 22d*, 1861.

J. P. BENJAMIN, *Richmond*—

Letters 16th received. Thirteenth regiment ordered to Columbus. Can't the fourth remain? Send officers at once. I dispatched you for saltpetre. None yet received.

(Signed)

T. O. MOORE.

(No. 4.)

RICHMOND, *September 23d*, 1861.

Governor T. O. MOORE, *New Orleans*—

I shall not move the fourth regiment from Louisiana without the most urgent necessity. Shall send one or two brigadier generals to New Orleans this week. Two tons of saltpetre were ordered from Augusta to New Orleans on the 19th instant.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 5.)

NEW ORLEANS, *September 25*, 1861.

J. P. BENJAMIN, *Richmond*—

General Twiggs requests me to seize all the pork in city—about two thousand five hundred barrels. Shall I do it?

(Signed)

T. O. MOORE.

(No. 6.)

RICHMOND, *September 25th*, 1861.

Governor T. O. MOORE, *New Orleans*—

I know no necessity for seizing the pork. Do you see any need of it?

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 7.)

RICHMOND, *September 25th*, 1861.Governor T. O. MOORE, *New Orleans*—

I have ordered one hundred barrels of cannon powder sent to you from Nashville, and ten more tons of saltpetre from Augusta.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 8.)

RICHMOND, VA., *September 26*, 1861.Gov. THOS. O. MOORE, *of Louisiana*—

SIR: Yours of the 20th instant, containing a copy of a resolution which you informed me was adopted by the generals and some of the subordinates of the militia of Louisiana has been received. I concur in your objection to a proposition for a "board of defence;" and in relation to the other point, would say, that long since one of the best officers in the engineer corps, and of superior rank, Major M. L. Smith, was sent to Louisiana to perform the duties of chief engineer there. If from any cause he has been found incompetent, I regret that the evidence was not laid before me so that he might have been removed.

General Van Dorn has not communicated to me the views which you intrusted to him to be orally delivered; but from various sources I have learned that General Twiggs has proven unequal to his command. As in his selection I yielded much to the solicitation of the people of New Orleans, I think they should sooner have informed me of the mistake they had made. Your own recent letter was the first information received by me. I have, however, directed Mansfield Lovell, who is no doubt known to you by reputation, to be appointed a brigadier general, and assigned to duty in connection with the defences of New Orleans and the adjacent coast. It is some weeks since I met a committee from your city, charged with propositions for the defences of New Orleans, and had hoped the needful works for defence were under construction and repair. In the meantime I have endeavored to provide the necessary armament and munitions.

Should your worst apprehensions be realized—which I cannot bring myself to believe, when I remember how much has been done for the defence of New Orleans since 1815, both in the construction of works and facilities for transportation—I hope a discriminating public will acquit this government of having neglected the defences of your coast, and approaches to New Orleans.

I am, very respectfully, your obedient servant,  
(Signed) JEFFERSON DAVIS.

A true copy:

BURTON N. HARRISON, *Private Secretary.*

(No. 9.)

NEW ORLEANS, *September 27th*, 1861.J. P. BENJAMIN, *Richmond*—

No pork here except amount mentioned. What are we to do for our volunteers here? Answer.

(Signed)

T. O. MOORE.

(No. 10.)

NEW ORLEANS, *September 28th*, 1861.J. P. BENJAMIN, *Richmond*—

My guns are gone—are all distributed? Can any be had? I telegraphed you about pork I seized. Answer.

(Signed)

T. O. MOORE.

(No. 11.)

NEW ORLEANS, *September 29th*, 1861.J. P. BENJAMIN, *Richmond*—

I seized pork against your advice. Will release if not wanted. Generals not arrived. Have not arms for volunteers in camp. Have you any? What am I to do? Answer.

(Signed)

T. O. MOORE.

## GOVERNOR MOORE TO SECRETARY OF WAR.

(No. 12.)

NEW ORLEANS, *September 29*, 1861.*Hon.* J. P. BENJAMIN—

MY DEAR SIR: I have about three thousand five hundred men in camp, organized into companies, and three regiments formed, including the thirteenth, Colonel Gibsons, and have not arms for them all. I am now sorry that I ever sent off so many, as they, with the volunteers who took them off are so occupied, I fear I shall not get them back when needed. It seems that all will be wanted that are in Virginia, Tennessee, Kentucky and Missouri, where they are, if so, we are here certainly in rather an unpleasant situation, for if we could raise the men we could not arm them. Our fortifications have progressed slowly, it having rained almost every day since they were commenced, but now we are getting on more rapidly, the weather improved, and more force put on the works. We are much in need of engineers and other officers; as I before wrote you, I see the necessity for them daily. General Twiggs' age precludes the possibility of his doing the labor necessary to a command of the magnitude and importance of this, and an officer here should be able to visit and inspect every place. Even were I possessed of the military qualifications, with my present official duties I could do nothing in that way. The raft was placed across the river at the forts on yesterday I think; it was all ready, and the engineer went down to place it three days since, so I trust nothing can pass the forts.

We have not heard of the fleet that has left with the twenty thousand men, but I have no doubt, and that is the impression generally, that it is destined to other points besides Brunswick. We can be greatly harassed here on our entire coast, and no doubt will be, and I am kept constantly distressed at the incompetency, as I consider, of our commander. If anything is to be done here you *must send us officers and more arms*. The fourth regiment, I trust, will not be sent off, but that it will be brought over. Cannot General Dahlgreen take care of the lake coast? I *fear he is not the man that should be there*.

I am now waiting for the saltpetre, as I am informed the mill is ready, but everything by rail moves so slow! so slow! I have had Major Ramsey to dispatch the whole line to forward it as fast as possible. The amount of powder here is very small, compared to what is necessary, and a knowledge of that fact keeps up a constant excitement among our people.

I, notwithstanding your advice to the contrary, seized the pork in the city, and telegraphed you, (but have had no reply,) and shall hold it unless requested by you to act otherwise, as I see no way to feed our troops without it, but hope you do, as your advice was to that effect. Write me fully on that point.

Is the government doing anything to clothe and shoe our troops? I do not learn that it is. I have sent a suit of clothes and under clothes, blankets and shoes to our regiment in Missouri, and blankets for our entire force in Virginia, and clothing for the first and second regiments, with shoes also for the whole force, but provision ought to be made for another pair of shoes, as some of those I sent, I fear, will not last very well, but they were the best to be had.

Have arrangements been made by government for arms in Europe? certainly arms ought to have been procured before this. I have about one thousand six hundred in Havana, and have one hundred and fifty thousand dollars in England to purchase more; the only trouble is to get them here. Can't Mr. Slidell, who leaves soon, give some aid and advice in the matter? he knows the parties acting for me. I expect something done, indeed, everything that is necessary for us, for I have tried to do so for the Confederacy. I hardly know what I have written, I am so constantly troubled by visitors on business.

Yours, truly

(Signed)

THOS. O. MOORE.

Dr. Stone visits Richmond on business generally, relative to our situation here, and can give you a great deal of information as to our wants, etc.

(No. 13.)

RICHMOND, Sept. 30, 1861.

Gov. THOS. O. MOORE, *New Orleans*—

I can conceive no possible reason for seizing pork, and cannot approve it. There is an abundance of food in our country, and private rights ought not be invaded, except in cases of necessity for public defence.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 14.)

RICHMOND, Sept. 30, 1861.

Gov. THOS. O. MOORE, *New Orleans*—

Your several dispatches about arms and Generals received. Pray have a little patience. I am doing the best I can with the means at my disposal, and you don't allow me time to concert the arrangements

necessary to satisfy you. In two or three days I will inform you fully of what is to be done.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

SECRETARY OF WAR TO GOV. MOORE.

(No. 15.)

CONFEDERATE STATES OF AMERICA, }  
War Department, }  
Richmond, October 13, 1861. }

To Gov. THOS. O. MOORE, *New Orleans*—

MY DEAR SIR: I snatch a moment this (Sunday) evening to answer your favor of 29th ultimo.

Matters have been so changed since the date of that letter that it is scarcely necessary to do more than say, that I have used every effort in my power to put in such a position as shall allay all fears relative to the defences of New Orleans.

Major General Mansfield Lovell, a brilliant, energetic and accomplished officer, has been assigned to the command of your department. Powder, saltpetre and cannon have been forwarded, and will be still further supplied as fast as they can be possibly spared, and the recent gallant dash of Capt. Hollins at the blockading fleet, must have infused new life and spirit into our people.

The government is fast providing, to the extent of its ability, shoes and clothing for our troops, and is greatly relieved in this herculean task by the patriotic and generous aid of just such Governors of States as our own "Tom Moore."

I am sure you will be persuaded that nothing I can do shall be left undone for the defence of Louisiana, whilst you would not wish, I am equally sure, that I should neglect the defences of other points of importance in order to concentrate all our resources in New Orleans alone.

Yours, very truly,

(Signed)

J. P. BENJAMIN.

(No. 16.)

NEW ORLEANS, Oct. 14, 1861.

Hon. J. P. BENJAMIN, *Secretary of War, Richmond*—

We want muskets without delay. Send us some.

(Signed)

T. O. MOORE.

(No. 17.)

RICHMOND, Oct. 16, 1861.

Gov. THOS. O. MOORE, *New Orleans*—

Will send you the very first muskets that I can dispose of.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War,*

(No. 18.)

NEW ORLEANS, Oct. 23, 1861.

*Hon. J. P. BENJAMIN, Secretary of War, Richmond—*

Harris G. Pearson, of "Orleans Southerns," 5th Louisiana regiment, Col. Hunt, at Williamsburg, is wanted here to drill "Crescent" artillery. Can he be spared? Answer.

(Signed)

T. O. MOORE.

(No. 19.)

RICHMOND, Oct. 26, 1861.

*Gov. T. O. MOORE, New Orleans, La.—*

I have sent two fine artillery officers to Louisiana within a week.— Cannot take anybody from the Peninsula of Virginia at present. Will continue to send good officers as fast as I can get them.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 20.)

NEW ORLEANS, Nov. 8, 1861.

*Hon. J. P. BENJAMIN, Secretary of War, Richmond—*

Mill here now ready. Can make three thousand (3,000) pounds powder per day, but without an ounce of saltpetre. Can't you send it from Memphis?

(Signed)

T. O. MOORE.

(No. 21.)

RICHMOND, Nov. 8, 1861.

*Gov. THOS. O. MOORE, New Orleans—*

It is impossible for me to comprehend what has become of the saltpetre sent to New Orleans. I have sent twenty-four tons, and cannot learn that one pound has been received, or one pound of powder made. On the 26th September, three tons were sent by freight; on 27th September, one ton was sent by express; on the 1st October, three tons were sent by express; on 2d October, seven tons were sent by express; on 2d November, ten tons were sent by express. All this was sent from Augusta, and I cannot get the acknowledgment that one pound was ever received, and you now say you have not one ounce. This mystery must be explained before I can send any more.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

Gov. MOORE TO SECRETARY OF WAR.

(No. 22.)

NEW ORLEANS, Dec. 2, 1861.

*J. P. BENJAMIN, Acting Secretary of War—*

MY DEAR SIR: I desire to introduce to you Capt. John A. Stephenson. Capt. S. is a commission merchant of New Orleans of high

standing. He constructed and built the Manassas. He is a man of large river experience, having for many years had command of steamboats on the Mississippi. Great confidence is felt by our community in his skill, energy and ability, so much so that they are ready to advance the means to build, under his superintendence, another "ram." This, however, they will not do without some assurance that the government will not take the boat out of the possession and control of Capt. S. The fact is, that while great confidence is felt here in Com. Hollins as a naval officer, our people are convinced that he is led astray in his judgment of individuals, as he has no just means of forming a correct estimate of their character and ability. It is no disparagement to his ability as an officer to say this much of him, and it is said in the best and friendliest spirit. We all hope you will aid in carrying out the wishes of our people, and do all in your power to further the object in view. Capt. Stevenson will communicate freely with you. You can rely upon him.

Very truly yours,  
(Signed) THOS. O. MOORE.

(No. 23.)

NEW ORLEANS, *Jan. 1, 1862.*

Hon. J. P. BENJAMIN:

DEAR SIR: I must earnestly request the 13th Louisiana regiment, as well as the third (3d) Mississippi, be ordered back to New Orleans. The wretchedly armed green troops sent here from Mississippi cannot supply the place of Gibson's regiment armed by me. We are here entitled to that regiment, and I should have urged that they should not have been permitted to leave, if the implied promise of Gen. Polk had not been given that they would have been returned when needed.—They are needed.

Yours, very truly,  
(Signed) THOS. O. MOORE.

GOVERNOR MOORE TO SECRETARY OF WAR.

(No. 24.)

NEW ORLEANS, *Jan. 31, 1862.*

To the Hon. J. P. BENJAMIN,  
*Secretary of War, Richmond, Va.—*

SIR: I have in Havana some eighteen hundred and odd Enfield and Brunswick rifles; on board the Gladiator at Nassau about five hundred; and about eight hundred at Cardenas, if the Stephen Hart that left Liverpool early in November for that port, has arrived. You have a valuable cargo of arms, etc., on the Gladiator at Nassau, and arms at Cardenas, for which Mr. Heyliger was sent. The difficulty thus far in getting these arms to the Confederate States has proven insuperable. In order to obtain them, as they are so greatly needed, I am willing to incur a heavy risk to get those belonging to this State, if you will join in the adventure, and the risk in proportion to the amount of arms, etc., which you have at the places referred to. I propose to take up a fast steamer, we have many here, send her out with or without cotton as

you prefer, and bring home the arms. I will take care that she is properly officered, with competent river and coast pilots on board. There are a number of steamers here that can out-run anything in the navy of the United States, and I feel great confidence in the success of the enterprise.

If you will share in the risk on the terms proposed, telegraph immediately.

Very respectfully, your obedient servant,  
THO. O. MOORE, *Governor.*

(No. 25.)

NEW ORLEANS, *Feb. 15, 1862.*

J. P. BENJAMIN, *Richmond—*

The new militia law, like the old, requires all residents to do military duty. The French, English, Spanish, and other foreign consuls protest against it, their respective nationalities being ordered outside the limits of the city. I do not wish to do anything that will conflict with the police\* of the Government; therefore, how shall I treat these consuls—how respond to their protest? Answer immediately.

(Signed) T. O. MOORE.

\* So written in the telegram. Doubtless "policy" was intended.

(No. 26.)

RICHMOND, *Feb. 16, 1862.*

Gov. THOS. O. MOORE, *New Orleans—*

Foreign residents are bound to do duty in defence of the city, which is their home. But the President does not deem it politic to insist on their serving outside of the city defences.

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

(No. 27.)

C. S. A. WAR DEPARTMENT, }  
Richmond, *Feb. 24, 1862.* }

His Excellency THOS. O. MOORE,  
*New Orleans, Louisiana—*

SIR: I must apologise to you for my delay in replying to your letter of the 31st ultimo, but amidst the immense pressure of business on this department such omissions are sometimes unavoidable.

I can now only inform you that before the receipt of your letter arrangements had been made for all the arms of the Confederate Government in the West Indies.

Respectfully,  
(Signed) J. P. BENJAMIN,  
*Secretary of War.*



(No. 28.)

NEW ORLEANS, Feb. 26, 1862.

*Hon. J. P. BENJAMIN, Richmond—*

Raising war troops is extremely difficult and slow. If Beauregard's need of reinforcements be as great as we here consider it, and you will accept volunteers for that special service for a few months, I can send him relief immediately. Answer quickly and state shortest time.

(Signed)

T. O. MOORE, *Governor.*

(No. 29.)

RICHMOND, March 1, 1862.

*Gov. THOS. O. MOORE, New Orleans—*

You may accept all armed men that will go to reinforce Gen. Beauregard for a term of six months, under the law for local defence and special service.

(Signed)

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

(No. 30.)

EXECUTIVE OFFICE, }  
New Orleans, Feb. 26, 1862. }

*To his Excellency JEFFERSON DAVIS,*  
*President of the Confederate States, Richmond—*

SIR: This letter will be delivered to you by Mr. William Henderson, a citizen of this place, and a gentleman of probity, integrity and excellent standing. I have deputed him as a special messenger to place in your hands a memorial from the executive sub-committee of a "committee of safety," appointed by the city council to render such aid as they may be able to the State and Confederate authorities in this department. I refer you to the memorial itself for its design, and to Mr. Henderson for any explanations you may desire, not embodied in the memorial.

I cannot suppose that your excellency has been fully apprised of the evils which the memorial presents to your attention and consideration, and I most earnestly recommend it to you. Your excellency will no doubt appreciate the necessity for immediate action to preserve not only the dignity and credit of the navy department, but also to provide such defences as we are in absolute and immediate need of.

Citizens as well as the incorporated banks of the city are generous in their support of the Government, and I have no fears that this generosity will be abused.

I am, sir, with great respect, your obedient servant,

(Signed)

THOS. O. MOORE,  
*Governor of Louisiana.*

A true copy :

BURTON N. HARRISON, *Private Secretary.*

NEW ORLEANS, *Feb. 26, 1862.*

(No. 31.)

To his Excellency THE PRESIDENT  
Of the Confederate States of America—

SIR: In the present disturbed condition of our country it has been deemed expedient by our city council to appoint a committee of some sixty persons to be styled the "Committee of Safety."

The object of said committee is to aid and co-operate with the State and Government authorities in rendering this department as complete and effectual as possible. The committee is composed of gentlemen of standing and influence, and have appointed the undersigned their executive committee, who are not insensible of the labors and responsibilities placed upon them. They feel that your excellency will not be offended at their desire to co-operate with the constitutional authorities in this our struggle for liberty and independence.

They find, from investigation, that the naval department at this station, as far as finances are concerned, is in a most deplorable condition, retarding by this course the manufacture of all kinds for that department; also, preventing the enlisting of men for that branch of the public service.

The undersigned committee have been led to believe that your excellency could not be aware of the extent to which the naval department at this station has been reduced.

They therefore beg leave respectfully to represent some of the bad effects which will naturally and certainly follow in case this defect is not promptly remedied by placing an adequate amount of funds at the disposal of that department to liquidate its present indebtedness, and provide for future contingencies.

The present outstanding indebtedness, (judging from facts placed before this committee,) cannot be less than six or eight hundred thousand dollars. A large portion of this is owing to the foundries for shells, fuse, &c., to the machine shops, to draymen, &c., &c. Many of the bills have been approved by the proper officers, and still no means provided for their payment, although some of them have stood over for four or six months. It has come to the positive knowledge of this committee that some of these establishments, (so much needed in the present emergency,) have given notice that, for want of the requisite means, they are forced to decline any further orders from the Government.

It has also come to the knowledge of this committee that private citizens have repeatedly been forced to raise funds for this department in order to prevent the mechanics in the employ of the Government from stopping work. Indeed, so low has the credit of that particular department sunk, that draymen, whose bills are yet unpaid, have refused to do further work.

Your excellency will doubtless agree with the committee that this is a deplorable state of things. The committee have been careful to investigate the facts so as not to place before your excellency anything which cannot be substantiated.

For months and months a sign has been hanging over the paymaster's office of that department "no funds." The committee feel confident that, unless the proper remedy is at once applied, workmen cannot longer be had.

The committee most respectfully submit this statement of facts to your consideration, and for the interest of our common cause, and the safety of our city, would respectfully request that you would give our citizens, through this committee, some assurance that the present state of affairs in that department will be changed for the better.

(Signed)

S. L. JAMES,  
S. O. NELSON,  
J. P. HARRISON,  
R. C. CUMMINGS,  
T. GREENFIELD.

A true copy:

BURTON N. HARRISON, *Private Secretary.*

Endorsed by the President:

“ Secretary of the Navy for prompt attention and report.

(Signed)

“JEFFERSON DAVIS.”

(No .32.)

CONFEDERATE STATES OF AMERICA,  
*War Department,*  
Richmond, *March 8, 1862.* }

To the PRESIDENT—

SIR: For your information I have the honor to make the following statement in reference to the communication of the committee of safety of New Orleans, submitted to me this day.

The credit of the government has doubtless suffered in New Orleans from the failure of the treasury to meet the requisitions of the department, and this has been a constant source of embarrassment to the department, and of annoyance to its creditors and disbursing agents in that city.

I have repeatedly brought the subject to the attention of the Secretary of the Treasury, and invoked prompt payment, though I have felt that with his limited power to produce treasury notes, and under the rule adopted giving priority to certain disbursements for the army, he was powerless to correct the evil. Here is my last letter to him upon the subject. (Letter to the Secretary of the Treasury, dated February 22d, 1862.) The requisitions of this department, upon the treasury for money to meet payments in New Orleans, have usually been made immediately upon hearing from its disbursing officers the amount required, and always, I think, within twenty-four hours thereafter; but the delay of the treasury in paying them, has been from twenty-five to forty days. In some cases the Treasury Department has, after long delay, instead of sending notes, for which our creditors were waiting, sent drafts for Confederate bonds, payable in Richmond, and which drafts were useless to our agents and creditors there, and which, therefore, had to be returned to Richmond for payment, and then sent to New Orleans, thus still further protracting payment.

This has been a source of great embarrassment to this department, and complaint of its creditors. In one of these cases a requisition for \$42,000 was dated December 24th, 1861, payable to navy agent, Wm.

B. Howell; on the 6th February, 1862, he received a draft, one half in notes and one half in bonds, at Richmond. His letter of advice was received February 15th, and on the 17th of February I called upon the treasurer for the requisition, forty-eight days afterwards.

When the department draws its requisition in favor of its creditors, upon an existing appropriation, its duty and its power are alike exhausted, and though the department has endured the embarrassment consequent upon these delays, and which it had not the power to avert; it has felt that the condition of the treasury rendered them inevitable, and that the responsibility for them was with that department. Our agents are instructed to make all contracts they can payable partly in bonds, and they do so, and in such cases our requisition calls for the amount of bonds to be sent; but the treasury, as you will see by the Secretary's letter, deems it proper to send bonds, when not required, and when we cannot use them, and embarrassment to the department and losses to creditors inevitably follow. Our agents, from the nature of their disbursement, can dispose of bonds only to a very limited extent.

The following telegram from our navy agent, and the treasury comments thereon, will thus show the character of these transactions: "Telegram." "Ordnance money received; one-half in drafts on Richmond, payable in bonds which cannot use. Shall I pay for what stores received as advised you in my letter of Feb. 8th. Answer of Secretary. I return you the telegram of navy agent Howell; if you will examine the acts of Congress, you will find that a large amount of the means furnished by Congress to pay the expenditures consists of bonds; these must be distributed among these expenditures for which alone they can be used, and I see no remedy but to require your agents to make their contracts accordingly. It is not possible to supply the means, except in the form provided by Congress, and if the agents, instead of complaining, would set themselves to aid the government by disposing of the bonds, there would be no difficulty."

Similar cases are constantly occurring, and this day I am notified by telegram, that upon a requisition to pay a debt due in notes, drawn by me one month ago, one-third of the amount was sent to New Orleans in bonds, which, of course, the creditors decline to receive.

Embarrassment to creditors has also arisen in New Orleans from the following circumstances: Captain Hollins, without the knowledge or authority of the department, without acquainting it with his actions, and when no appropriation existed for meeting the payment, made contracts for ordnance and ordnance stores amounting to about \$500,000. The amount of these contracts was, for a long time, unknown to the department, and information of their extent was first acquired through the contractors themselves. The navy agent and an officer sent specially for the purpose, were instructed to ascertain their amount, and an estimate was submitted to Congress, and an appropriation obtained to pay them at the earliest possible moment thereafter, and on the very day I received the act of Congress, I made a requisition for the funds, and they have been placed in New Orleans to meet all demands which have come to hand.

The statement of the committee of safety, as to the amount of indebtedness is totally incorrect. No such amount as from \$600,000 to

\$800,000 has been outstanding, and if the treasury department has sent to the disbursing agents of this department, the money for its requisition of the 1st of March for \$300,000, they have funds in hand more than sufficient to meet every cent due by the department, and of which it has any knowledge.

I annex copies of my letters to the treasury department, and herewith return the communication of the committee of safety.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

A copy of the foregoing report was forwarded to the "committee of safety," by the President's direction, by his Private Secretary, as soon as received.

BURTON N. HARRISON,  
*Private Secretary.*

RICHMOND, VA., *March 6, 1863.*

(No. 33.)

NEW ORLEANS, *March 4, 1862.*

J. P. BENJAMIN, *Richmond—*

Am rapidly organizing troops under Beauregard's call for ninety day men, dated February twenty-eighth, in accordance with act twenty-first August. They will, I have no doubt, re-enlist. Did the Nashville bring arms for me? If so, pray order them forward at once, as the troops going away will leave so few arms behind that we shall have a panic, I fear.

(Signed)

THOS. O. MOORE, *Governor.*

(No. 34.)

RICHMOND, *March 6, 1862.*

*Governor* T. O. MOORE, *New Orleans—*

The Nashville brought no arms.

(Signed)

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

(No. 35.)

NEW ORLEANS, *March 6, 1862.*

J. P. BENJAMIN, *Secretary of War, Richmond—*

On the second (2) of February G. T. Raoul offered to build certain gun carriages at five hundred and fifty dollars each. Offer accepted by Colonel Gorgas on fifteenth. Letter received two days ago. Price of iron so much advanced that he cannot build under six hundred and fifty. Shall he build at that price? The longer the delay the higher will be the price of iron. If the proposition be accepted forward drawings immediately. Answer.

(Signed)

T. O. MOORE.

(No. 36.)

RICHMOND, *March 12, 1862.**Governor THOS. O. MOORE, New Orleans—*

If you want the gun carriages in New Orleans, you may take what you want from G. T. Raoul at six hundred and fifty dollars, as you suggest, but we do not want any here at that price.

(Signed)

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

—  
[Telegram.]

(No. 37.)

RICHMOND, VA., *March 13, 1862.**Governor THOMAS O. MOORE, New Orleans, La.—*

You are requested to proclaim martial law in my name over the Parishes of Orleans, Jefferson, St. Bernard and Plaquemines.

(Signed)

JEFFERSON DAVIS.

A true copy:

BURTON N. HARRISON, *Private Secretary.*

(No. 38.)

NEW ORLEANS, *March 22, 1862.*J. P. BENJAMIN, *Richmond—*

Steamships which left England about first (1st) February, must be in Nassau now. I have a supply of arms on her, so have you. Telegraph immediately if you intend to send for the cargo. If you do not, I will send for my share.

(Signed)

THOS. O. MOORE, *Governor.*

(No. 39.)

RICHMOND, *March 22, 1862.**Gov. T. O. MOORE, New Orleans—*

Am making arrangements to get a cargo from Nassau. I will act for the State of Louisiana in the same manner as for the Confederate States, if you authorize me.

(Signed)

J. P. BENJAMIN,  
*Acting Secretary of War.*

(No. 40.)

NEW ORLEANS, *April 1, 1862.**President DAVIS, Richmond—*

I purchased, eight months ago, eighteen hundred and eighty (1880) rifles, and thirty thousand (30,000) cartridges, and have just succeeded, after infinite trouble, and over sixty thousand (60,000) dollars of outlay, in having them landed on the Florida coast. They were at once seized by Gov. Milton, and I telegraphed they must be sent to me. I have received his reply, in which he coolly informs me he has taken one half ( $\frac{1}{2}$ ), and your Secretary of War the other. This unpardona-

ble and unparalleled outrage is nothing less than robbery, and just as bad. I cannot use Louisiana's money to buy arms when they are to be seized by the first free-booter that meets them. I have given out all the arms I had, expecting that these would be in the hands of my own troops. Now that thirty-seven sail of the enemy are in the river, in God's name, in the name of my State, I ask you to order them to be sent to me immediately.

(Signed)

THOMAS O. MOORE.

(No. 41.)

NEW ORLEANS, *April 1, 1862.*J. P. BENJAMIN, *Richmond*—

Please see the dispatch sent the President to-day, and urge the forwarding of Louisiana arms to me.

(Signed)

THOMAS O. MOORE.

(No. 42.)

RICHMOND, *April 2, 1862.*Gov. MOORE, *New Orleans*—

I was not aware that the arms in the hands of Gov. Milton belonged to the State of Louisiana. One half of them sent to Pensacola have been ordered to be placed subject to your order, and I have requested Gov. Milton to make the same disposition of the remainder. He took them, supposing that they were arms given him by Mr. Benjamin, when, in fact, they were part of a different cargo. I did not know, until Mr. Benjamin informed me of it, that the arms held by Gov. Milton were a part of the cargo of the Florida. Col. T. M. Jones, commanding at Pensacola, will communicate to you the arrival of the arms at that place.

(Signed)

G. W. RANDOLPH,  
*Secretary of War.*

[Telegram.]

(No. 43.)

NEW ORLEANS, *April 4, 1862.*

President DAVIS—

Can you get guns and ammunition that came by Florida? Is it possible they were seized by the Secretary of War?

(Signed)

THOMAS O. MOORE,  
*Governor.*

[Telegram.]

(No. 44.)

RICHMOND, *April 5, 1862.*Gov. T. O. MOORE, *New Orleans, La.*—

\* \* \* The mistake of Governor of Florida has been corrected, and arms are reported to be en route to you.

(Signed)

JEFFERSON DAVIS.

A true copy:

BURTON N. HARRISON, *Private Secretary.*

[Telegram.]

(No. 45.)

RICHMOND, *April 10, 1862.*

*To the Governors of Mississippi, Louisiana, South Carolina, Georgia and Alabama—*

Gen. Beauregard must have reinforcements to meet the vast accumulation of the enemy before him. The necessity is imminent; the case of vital importance. Send forward to Corinth all the armed men you can furnish.

(Signed)

JEFFERSON DAVIS.

[Telegram.]

(No. 46.)

NEW ORLEANS, *April 11, 1862.*

JEFFERSON DAVIS—

Can troops be armed if I send them? I have no arms here except those Gen. Lovell thinks we should keep—those just received from Pensacola.

(Signed)

THOS. O. MOORE.

[Telegram.]

(No. 47.)

RICHMOND, *April 11, 1862.*

Governor T. O. MOORE—

No arms to furnish. You will not fail to appreciate the necessity which caused the application to you. If you could spare armed troops for a few weeks, they might then be returned to you.

(Signed)

JEFFERSON DAVIS.

A true copy:

BURTON N. HARRISON, *Private Secretary.*

(No. 48.)

NEW ORLEANS, *April 11, 1862.*G. W. RANDOLPH, *Secretary of War, Richmond—*

Gov. Milton will not forward my guns. John Leeds, my agent, has been waiting at Columbus, Ga., one week. Order them sent. I am greatly annoyed.

(Signed)

THOMAS O. MOORE,  
*Governor of Louisiana.*

(No. 49.)

RICHMOND, *April 14, 1862.*Gov. MOORE, *New Orleans—*

I have telegraphed to Gov. Milton to deliver the arms to your agent on his exhibiting his authority from you, and identifying the arms as the property of Louisiana. If, however, the arms were originally taken



by the agents of the Governor of Florida, and not by our own, we have no control over them. Under the circumstances of the landing, it was impossible to distribute the cargo at the time.

(Signed)

G. W. RANDOLPH,  
*Secretary of War.*

[Telegram.]

(No. 50.)

NEW ORLEANS, *April 17, 1862.*

President DAVIS—

Forts bombarded an hour and a half yesterday. Gen. Duncan telegraphs none of our guns will reach them. Com. Whittle has orders from Secretary Navy to send the Louisiana to Tennessee. Duncan and Higgins both telegraph she is absolutely a necessity at the forts for the safety of New Orleans, and that it is suicidal to send her elsewhere. With the enemy's plan of attack our safety may depend upon her timely arrival there. I earnestly beg her destination may be changed, and protest against her being sent up the river. Excitement among the people great on the subject.

(Signed)

THOMAS O. MOORE.  
*Governor of Louisiana.*

[Telegram.]

(No. 51.)

RICHMOND, *April 17, 1862.*

Gov. T. O. MOORE—

A dispatch was sent yesterday to General Lovell on the subject of the attack on the forts below. His answer was required in connection with the question proposed by you.

The wooden vessels are below; the iron gun boats are above. The forts should destroy the former if they attempt to ascend.

The Louisiana may be indispensable to check the descent of the iron boats. The purpose is to defend the city and valley; the only question is as to the best mode of effecting the object. Military men must decide; and to-day their discretionary power has been enlarged.

(Signed)

JEFFERSON DAVIS.

A true copy :

BURTON N. HARRISON, *Private Secretary.*

[Telegram.]

(No. 52.)

NEW ORLEANS, *April 24, 1862.*

JEFFERSON DAVIS, *President—*

Enemy's ships passed the forts this morning, after several days' bombardment.

(Signed)

THOS. O. MOORE.

[Telegram.]

(No. 53.)

RICHMOND, VA., April 24, 1862.

Gov. T. O. MOORE—

\* \* \* \* \* Your dispatch in relation to enemy's ships. this day received. I am in hopes that, while the forts divide the fleet, the Louisiana will not lose the opportunity. In painful anxiety wait further intelligence.

(Signed)

JEFFERSON DAVIS.

A true copy:

BURTON N. HARRISON, *Private Secretary.*—  
GOVERNOR MOORE TO THE PRESIDENT.

(No. 54.)

OPELOUSAS, May 21, 1862.

*President* DAVIS:

DEAR SIR: Orders have already been issued by my Adjutant General for the enrollment of conscripts, and notice has been given that the two camps will be at Monroe and this place, but as I have already informed you, there will be no tents or provisions at either of them until you send them. Should any conscripts reach the camps before these things are provided, they will have to return home. I am stripped of every thing I have—guns, munitions, forces, and commissary stores.

I must express my great regret that martial law could not be declared in the parishes indicated to you; if it had been done, and the Provost Marshals appointed by you, much, very much, serious trouble would have been avoided. It was not to be expected that I would ever again consent to the proclamation of martial law by Gen. Lovell, after the urgent and persistent complaints I made to you of the action of his Provost Marshals which received his silent acquiescence, if not his open approval. A part of my State is now in possession of our ruthless enemy—the remainder is a prey to internal dissension and the perils of demoralization produced by the disorganized condition of the Confederate forces, while there is not a Confederate officer in the whole of the State, except a single parish (St. Helena) bordering the State line. I have sent more than thirty thousand men into the field, every one fully armed and equipped, besides emptying the arsenal I seized for the benefit of neighboring States, with my own have clothed them since they have been there, have given all the arms I bought to Confederate troops, and have now, in this our calamity, not an officer to advise with or a man to execute an order. I beg that a general may be assigned to whatever department Louisiana may be placed in very soon.

A steamer, (name not known,) reached Grand Caillon on the night of the 7th with three hundred and fifty thousand pounds powder and four thousand five hundred rifles. The Federals, duly informed of it by telegraph, which has not been cut from Terrebonne to New Orleans, came by Opelousas railroad, which has not been interrupted, and took possession of her on night of the 8th. A party of determined citizens started on the 10th to recapture her. Eight hundred Federals were

sent out from New Orleans and secured her, and have sent her to the city. They have taken with them sixteen citizens, four of whom they threaten to hang, declaring they are not prisoners of war, but persons taken in rebellion *since* the authority of the Union has been restored. The fort at Grand Caillon had been evacuated on the 27th April by order of General Lovell—the guns spiked, and the powder thrown into the bayou. Eleven days after, the enemy made their first appearance there. This is the manner in which all our forts (of course I do not include Jackson and St. Phillip) were evacuated. There was not a Yankee near one of them until more than a week after the powder was all destroyed, and the interior of fort burned—ample time was had to have saved the guns as well as powder, etc. If, for these acts, some of the officers are not cashiered or shot, we need not expect either a brave or a disciplined army. The navy emulated this conduct of the army—the fleet in Pontchartrain being run up the bayous and scuttled or burnt. It is absolutely necessary that some steps should be taken to stop the incursions of the enemy in the lower part of the State. The only means I now have is to organize bands of Partisan Rangers. If I wait for captains to apply through General Lovell to Secretary of War the delays will be ruinous, and I therefore have given to-day authority to Captain Goode to raise a company of rangers for operation in Terrebonne. I shall grant similar privileges to such others as circumstances may suggest, and shall report all of them to Secretary of War, who I hope, will confirm these authorizations.

I am, very respectfully, etc.,

(Signed)

THOS. O. MOORE,

*Governor.*

Upon this letter, the following endorsement was made by the President:

“Secretary of War for special attention. Call on General Lovell for report as to fort at Grand Caillon.

J. D.”

(No. 55.)

C. S. A. WAR DEPARTMENT, }  
Richmond, June 10, 1862. }

*Major General M. LOVELL,*  
*Camp Moore, Tangipola, Louisiana—*

GENERAL: Your attention is respectfully called to the annexed copy of a letter received from a person in Louisiana, in regard to the evacuation of the forts at Grand Caillon, and you are requested to report to this department the facts of the case.

Very respectfully, your obedient servant,

(Signed)

GEO. W. RANDOLPH,

*Secretary of War.*

[The enclosure was a paragraph from the foregoing letter of Governor Moore.]

## GEN. LOVELL TO THE SECRETARY OF WAR.

(No. 56.)

CONFEDERATE STATES OF AMERICA,  
*Headquarters Department No. 1,*  
 Jackson, Miss., 19th June, 1862. }

Gen. G. W. RANDOLPH,  
*Secretary of War, Richmond, Va.—*

GENERAL: In reply to your letter of the 10th instant, requesting the reasons for evacuating Fort Quitman, on the Bayou Grand Caillon, I have to state that it was a little earth work, with two smooth bore thirty-two pounders, established by me to prevent ingress for marauding purposes by the enemy, in small vessels, through the Caillon and other inlets, into the southern parishes of Louisiana.

The fall of New Orleans laid open the route to those parishes, and as the troops stationed in the fort were supplied from the city, and were at any moment liable to be taken in rear and captured by way of the Opelousas railroad, which was in the enemy's hands, I ordered the guns to be spiked, and the garrison (a small company of twelve months volunteers) to bring away their small arms, the ammunition and the stores, and to rejoin me at Camp Moore. The enemy did not go down, it is true, for some days, but they could have gone at any hour and any day, and taken the men with their arms, which I was anxious to preserve. The order I gave was not obeyed. Instead of joining me at Camp Moore, the men mutinied and disbanded, and both officers and men returned to New Orleans. It would be well, as your correspondent suggests, to punish the officers, but, as they are now in New Orleans, such a step is impracticable.

A glance at the map, which I sent to the department some months ago, will show that after the city fell, the little works on the coast must be abandoned, being altogether unnecessary.

The report of the cargo of the vessel and her capture, as in all other instances, is grossly exaggerated.

Some few citizens fired upon two or three Federals, in retaliation; a number of them were taken prisoners and threatened with death if they did not produce the parties who had committed the act, but the penalty was not inflicted.

I had no force to protect the people in that district of country; but sent an officer to raise a partizan corps for that purpose, yet the *prominent citizens earnestly entreated that the corps should not be raised there*, unless I could send a large body of troops to protect them from the additional outrages to which they would be subject from the Yankees for having raised such a corps. Having no large force to send, and objections being raised to a small one, I countermanded the order.

The fact is, that that part of the country is inhabited by two classes of people—the rich, fearful of their property and not anxious to resist unless supported by an army in every parish—and the poor miserable mixed breed, commonly called Dagos or Acadians, in whom there is not the slightest dependence to be placed. I gave authority to several persons to raise partizans there, but they met with no success. When I urged that the bridges over the railroad be destroyed, a parish delegation entreated that it be not done, as it would bring down upon them

Yankee vengeance; they would only consent to assist, on condition that I should send a large body of troops there. Moreover, if the railroad had been destroyed, the stage of water was such that free access could have been had to Thibodeaux through bayou Lafourche. I therefore concluded, at the request of many of the most influential citizens, to delay operations until the subsiding water should have deprived the enemy of the means of entering the interior at pleasure.

Had a contrary course been pursued, the whole country would have been devastated without a possibility of preventing it. Nine out of every ten persons from that part of the country warmly approved of my decision.

I trust that the department will not give ear to the many false and absurd rumors that are set afloat by persons who think there should be an army stationed on every plantation for its protection.

I am satisfied that our present condition is to be attributed, in a great measure, to the fact that we have followed this plan too much already, dispersing instead of concentrating our troops, and thus rendering them an easy prey to the enemy.

Very respectfully, your obedient servant,

(Signed)

M. LOVELL,

*Major General Commanding.*

Upon this letter the following endorsements were made, viz:

BY THE SECRETARY OF WAR:

“Respectfully submitted to the President for his information.

“G. W. RANDOLPH,

“*Secretary of War.*”

BY THE PRESIDENT:

“Read—it might be well to furnish the complainant with a copy of this reply. The abandonment of the fort was a necessary consequence of the fall of New Orleans and the subsequent events. Whether it was possible to save the armament for use elsewhere, was a question which the commanding general, of course, duly considered. As he established the post under the discretionary power conferred on him, the application of his remark about the error of dispersion is not perceived.

“J. D.”

The Committee then adjourned until Thursday next, the 5th inst.

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THURSDAY, FEB. 5TH, 1863.

The Committee met at 10 o'clock. Present, Messrs. Foote, (acting Chairman,) Lyons, Semmes, Maxwell and Barksdale.

Gen. GEORGE W. RANDOLPH having been duly sworn, testified as follows:

The following questions were put on behalf of the Secretary of the Navy:

1st. By whose order was Norfolk abandoned, and what was the reason for the order?

Gen. RANDOLPH. It was abandoned by order of Gen. Johnston. The reason for the order was, that it was considered untenable after the Peninsula was evacuated.

2d Question. Did you visit the navy yard a few days previous to its abandonment in company with the Secretary of the Navy, and if so, what was the purpose and what the results of your joint visit?

Gen. RANDOLPH. Perhaps, by stating fully the circumstances, I can make my answer more intelligible.

Before Gen. Johnston went to the Peninsula a council of war was held, at which Gen. Longstreet, Gen. Smith, Gen. Lee, the President and Secretary of War were present. It was then agreed that it would be impossible to defend Norfolk if the Peninsula was evacuated. One great object in defending the Peninsula, which was considered very indefensible, was the hope that Norfolk and the navy yard might be saved. So soon as Gen. Johnston telegraphed that he intended to fall back it was thought advisable that the Secretary of War and the Secretary of the Navy should go at once to Norfolk to make preparations for the evacuation of the place, and for saving such stores and munitions as could be sent off. I think I suggested to the President that it would be better for Mr. Mallory and myself to go down there. He assented, and we went off next morning to Norfolk. We were not aware at that time that an order had been issued for its evacuation. A few hours after we arrived in Norfolk an officer from Gen. Johnston's army made his appearance, with an order for Gen. Huger to evacuate Norfolk immediately—I think it was the day the army fell back from Yorktown, which, I believe, was on the 3d of May. As that would have involved heavy losses in stores, munitions and arms, I took the responsibility of giving Gen. Huger a written order to delay the evacuation until he could remove such stores, munitions and arms as could be carried off. That letter was afterwards published.

Mr. MAXWELL. Do you refer to that as part of your testimony?

Gen. R. I do. Mr. Mallory was with me and gave similar instructions to the commandant of the navy yard. I instructed Gen. Huger, and Mr. Mallory instructed the commandant, to act in concert as much as possible, and to use every exertion in getting off what was most valuable. The evacuation was delayed for about a week. We visited the navy yard on that occasion, and during the visit Mr. Mallory gave instructions for the evacuation of the yard, which instructions were afterwards carried out by Capt. Lee. The principal object of our visit to Norfolk was, to save as much public property as possible, as we supposed that it would necessarily be evacuated.

Mr. SEMMES. Were you the Secretary of War at that time?

Gen. R. I was.

Mr. LYONS. Will you state, if you please, whether, in your opinion, Norfolk could or could not have been held if the army which was there at the time of its surrender had been continued there; and the Virginia (or Merrinac) had not been destroyed.

Gen. R. I think the army at Norfolk would inevitably have been

captured if it had remained there, whether the Virginia was destroyed or not.

Mr. FOOTE. What number of troops were there at the time?

Gen. R. Not more than 15,000.

The Dismal Swamp and Nansemond river lie within three miles of each other. Norfolk is east of them. The Northern army could have crossed the James river above the point at which the Virginia would have been forced to stop in ascending it, and by coming to Suffolk, situated at the entrance of the defile between the Dismal Swamp and the Nansemond river, and having command of the Nansemond river, could have easily cut off the retreat of the Norfolk army. In the the council of war, of which I have spoken, in my answer to the former question, I don't think there was any difference of opinion as to the necessity of evacuating Norfolk if the Peninsula was evacuated. The enemy could have landed on James river within twenty miles of Suffolk, and marching across, intercepted Gen. Huger's line of retreat at that point. It would also have been an easy thing for the enemy to ascend the Chowan river from Albemarle sound, and to land twenty-two miles from Suffolk, on the southwest, and thus, a column coming from the southwest and one from the north, could have effected a junction at Suffolk and cut off the retreat of our army.

Mr. LYONS. Could this movement have been accomplished if our army, which was on the Peninsula, had been in position to attack the enemy when about to cross the river, and Gen. Huger's army so handled as to co-operate with it on the other side?

Gen. R. As long as our army remained as low down on the Peninsula as the line of Warwick river, and held possession of Miller's Island Point, the James river was closed to the enemy, and they could not have ascended the river for the purpose of cutting off Gen. Huger. But when the army evacuated the line of Warwick river, and fell back to the Chickahominy, they left open a long reach of James river, which the enemy could have used for the purpose of crossing and intercepting Gen. Huger's retreat. I think that the Virginia could not have ascended James river more than four or five miles with her armament. So soon as the Northern army came higher up the Peninsula than the Virginia could ascend James river, it was competent for them to throw pontoon bridges across the river, and cut off Gen. Huger's retreat.

Mr. FOOTE. In your testimony you speak of the probability of the line of retreat being intercepted, and Gen. Huger's chances of retreat being extinguished. The question I wish to ask is this—without attempting a retreat, could not 15,000 men, within the trenchments of Norfolk, with all the guns, large and small, then available have been able to defend themselves, with the aid of the Merrimac placed in proper position, against any force that the enemy could bring against them?

Gen. R. I think not. The defences on the land side were by no means good.

Mr. FOOTE. How far did the Roanoke disaster contribute to the necessity of evacuating Norfolk?

Gen. R. By giving the enemy the power to attack it from the south as well as the north.

Mr. FOOTE. You think that the Roanoke disaster materially damaged the position of our army in Norfolk?

Gen. R. Yes, sir, but without that Norfolk would have been untenable after the Peninsula was evacuated. The enemy, by coming from the rear, and closing the pass at Suffolk, could have starved out the army at Norfolk.

Mr. FOOTE. The immense earthworks along the Peninsula for the obstruction of the enemy, would seem to have been based on the idea, that no necessity would arise for the evacuation of the Peninsula?

Gen. R. It was determined to hold the Peninsula as long as it could be done with safety to the army.

Mr. FOOTE. The discovery of that necessity—I mean the necessity of evacuating—was made after the army fell back?

Gen. R. No, sir; when the council of war met, it was supposed that if the enemy assaulted our army at the Warwick river line, we should defeat them, but that if, instead of assaulting, they made regular approaches to either flank of the line, and took advantage of their great superiority of heavy artillery, the probability would be, that one flank, or both, of the army would be uncovered, and thus the enemy, ascending York and James river in transports, could turn the flank of the army and compel it to retreat. Gen. Johnston thought that if the enemy made regular approaches to Yorktown or Mulberry Island Point, and took advantage of their heavy artillery, the reduction of those posts would be a mere question of time. That was precisely what they did. They made regular approaches, mounted the largest size guns, such as we could not compete with, and made the position of Yorktown untenable. Nearly all of our heavy rifle guns burst during the siege. The remainder of the heavy guns were in the water batteries, and were necessarily kept there to keep the shipping out. That left the land defences insufficiently supplied with heavy artillery, and rendered the capture of the place a mere question of time. I think we bursted five rifle guns—four, I know.

Mr. MAXWELL. Where were they manufactured?

Gen. R. At the Tredegar Works.

Mr. MAXWELL offered the following resolution, which was adopted:

*Resolved,* That the Secretary of the Navy be requested to furnish the Committee with copies of letters written by him to the President, Secretary of the Treasury, navy agent Howell and others, on the subject of delays of the Treasury Department in complying with requisitions of the navy department, with such letters to him from the Secretary of the Treasury as relate to the subject.

The Committee then adjourned until Saturday next, the 7th instant.

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### SATURDAY, FEB. 7, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, (Chairman,) Foote, Semmes, Maxwell, Dupre, Lyons and Barksdale.

The Hon. C. M. CONRAD being duly sworn, testified as follows:



Mr. DUPRE. You are chairman of the committee on naval affairs; state all you know in connection with the defences of New Orleans.

Mr. CONRAD. I have been chairman of the committee on naval affairs since the commencement of the first Congress.

Mr. DUPRE. Will you state what transpired between you and the Secretary of the Navy in relation to the defences of New Orleans; what conversation took place; what suggestions were made by you, and how they were met?

Mr. CONRAD. Well, sir, during the greater part of the war, from its commencement to this time, I have been almost constantly absent from New Orleans, and consequently, had very little personal knowledge of what transpired there. I will state, however, that on the adjournment of Congress before the fall of New Orleans in the fall of 1861, I went there, and had some opportunity of judging of the progress of the means of defence. Any further information I have is derived from intercourse with the Secretary at this place. I begin then by stating that I was surprised to see that no naval preparations whatever were made or being made up to the time that Congress first met in this city in July, 1861, so far as I was aware, or were known to the citizens of New Orleans, more especially as I perceived by the public papers that preparations were being made by the enemy to construct a numerous fleet of iron-clad gun boats at St. Louis, in order to make a descent upon New Orleans. Shortly after my arrival here, I called on Mr. Mallory and showed him a slip taken from the New York Herald, or some other Northern paper, containing an account and description of this *armada* that was about being constructed. I asked him if he was aware of it. He said he was, and showed me a New York paper containing a wood cut or engraving of one of the largest of these vessels—I think the Benton. I asked him no further questions. Although no reference had been made to the subject in his report of 1861, nevertheless, I supposed from this fact that he was preparing to make some recommendation to Congress on the subject. This matter formed the subject of conversation in the committee, and it was determined to await the action of the Secretary of the Navy. I waited some time, and finding that no recommendation was made, and no intimation given to me personally by Mr. Mallory, that he intended making any recommendation on the subject, I felt it my duty as the representative of New Orleans, to call the attention of Congress to the matter—which I did. A resolution was proposed I think by some one of the committee, probably by myself, calling upon the President for information respecting the naval preparations for the defence of the Mississippi river. Some time after, as the representative of the city of New Orleans, I introduced a bill which subsequently passed into a law. That law is to be found on page 54 of the acts of the 3d session of the Provisional Congress, and is entitled, “an act to provide for the defence of the Mississippi river.” Subsequently another gentleman—I think Mr. Currin, of Tennessee, introduced a bill for the construction of one or more gun boats for service in the upper Mississippi, which was passed into a law. It was after the passage of these bills that the iron-clad gun boats were commenced on the Mississippi river. When I went to New Orleans after the adjournment of Congress, I found that but little progress had been made on one of the boats, which I think

was afterwards called the Mississippi. After my return to this city to meet the next session of Congress, I received from several of my constituents, letters complaining in the strongest terms of the delay, and in their opinion, of the extraordinary tardiness in building these boats.— I called on several occasions upon Mr. Mallory, and read these letters to him, stating at the same time, that they came from intelligent gentlemen, and persons for whose character, fidelity and good judgment, I could vouch. They mentioned that there were not as many workmen employed as could be obtained, and that they did not work as assiduously as they might; that there was unnecessary delay in procuring materials—all expressing the greatest apprehension and alarm that these vessels which constituted at that time the sole protection of New Orleans against an attack by gun boats from above, would not be completed in time to arrest the danger. They also complained that the wages of the workmen employed by the navy department, were not punctually paid; that very frequently for weeks at a time they could not receive their pay, and that in consequence, great dissatisfaction existed among them, and many of them refused to work for the navy department, preferring to obtain employment from private persons who paid them punctually. I called Mr. Mallory's attention particularly to this last grievance, and his answer was that the Secretary of the Treasury did not comply with his requisition. On one occasion I was much excited on this subject, and I told him very bluntly that I knew of no object of more importance to which the money of the government could be applied than the floating defences upon which New Orleans relied for its protection, and that if I was Secretary of the Navy, and the money was in the Treasury, I would get it out, or resign my position. To which he made no reply. This evil, however, was not remedied, for I continued still to receive letters on the same subject, and subsequently it reached such a height, that a deputation was sent here for the purpose of seeing the President, and urging upon him the necessity of more energetic measures for completing these vessels. I recollect Mr. Wm. Henderson, a highly respectable merchant of New Orleans, and who had been very energetic in all measures appertaining to the defence of the city, and very liberal with his money, was a member of this deputation. He waited on me, and at his request, I introduced him to the President. At the first visit he was not at leisure to see him. The next time he called, he had an interview with the President, at which I was not present, but the result was, as I was told by Mr. Henderson, that the President seemed very much excited at this intelligence, and sent for the Secretary of the Navy. He told Mr. Henderson that the money hereafter should be punctually paid. He informed me afterwards that it was so, and also told me that part of the business for which he was sent here by the authorities of the city, was to urge on the completion of a shaft for one of these gun boats, which to the surprise of every body, he said in New Orleans, was being made here; that the boat had been waiting for it for several weeks, and that he was surprised when he got here to find that it was finished, but that no steps had been taken to send it on. He told me before he left here, that measures had been taken to forward the shaft immediately.

Mr. SEMMES. If you can recollect the time that Henderson came here, please state it?

Mr. CONRAD. I cannot recollect.

Mr. SEMMES. Was it before or after the fall of Fort Donelson ?

Mr. CONRAD. It occurred subsequent to the 22d of February. I omitted to state in its proper place, that so impressed was I with the necessity of very prompt and rapid measures for the completion of these gun boats, and with the tardiness with which the work was progressing, that I immediately upon my arrival here in November, 1861, called on Mr. Mallory and informed him that there was great delay in the progress of the work; that it was getting on very slow; that in my opinion these vessels would not be completed in time to repel an attack by the enemy, which I anticipated would take place in January, when the Mississippi river usually rises, particularly if I recollect aright, the gun boats of the enemy were to be finished in December. I urged upon him to adopt the most energetic measures for the early completion of these boats; that every day was precious. I recommended to him that orders be given that the men should work on Sundays, and if possible, at night. Mr. Mallory did not seem to participate in my apprehensions on this subject. He seemed to treat it very lightly, and thought, I have no doubt, that I was unnecessarily nervous on the subject. He suggested difficulties about the men working at night, and said that to order them to work on Sundays would shock the religious sensibilities of the country. I told him that so far as my city was concerned, I could assure him they entertained no such scruples, that the enemy did not hesitate to attack us on Sunday, and I did not think that any sensible man in my city would blame the government for preparing to defend it on Sunday. There the conversation closed. I am not aware that any such order was given from that time up to the capture of the city. The complaints about the tardiness with which the work on these vessels was progressing, increased. There was scarcely a mail that did not bring me a letter on the subject, and I again on one or two occasions, brought the subject to the notice of Mr. Mallory.— Before that, I felt it my duty, as it was reported the President was reorganizing his cabinet, to publicly express my opinion as the representative of the city of New Orleans, and as chairman of the committee on naval affairs, of the mal-administration of the navy department. This I did shortly after the commencement of the present Congress. I will add further that at a later period, the conviction in New Orleans that there was neglect and unnecessary delay and want of intelligence and energy in the naval preparations of that city, became so universal, that a public meeting was held to adopt measures to protect themselves. At that meeting, the committee of public safety, as it was termed, was formed, composed of about fifty of the most respectable, wealthy and intelligent citizens of the place, for the purpose of adopting and aiding in the execution of measures for the defence of the city. I received from the President of that committee, a memorial to Congress complaining of the general inefficiency and want of energy of the officers of the government, and urging that Congress should take the defences of the country in its own hands. As this memorial contained some statements, which, under the circumstances, I did not think it prudent to make public, and as the remedy which the memorial prayed for was not such as Congress could constitutionally apply, I did not present it. I informed the President of the committee of safety my reason for so doing;

but I believe a similar one, if I mistake not, was presented by one of the Senators from the State.

Mr. SEMMES. You can refer to that memorial as part of your testimony.

Mr. C. Yes sir, I do so.

Mr. SEMMES. Who first suggested the building of iron clad vessels for the defence of our rivers?

Mr. C. The first suggestion that I know of came from Mr. John G. Stevens on the projector of the ram *Manassas*.

Mr. SEMMES. Can you tell us anything about the removal of the Arkansas from Memphis down to the Yazoo river at the time the enemy were threatening that city?—At whose instance it was done?

Mr. C. Well, sir, I was aware that these two gun boats that were being built at Memphis, under the resolution of Mr. Currin, for the protection of the upper Mississippi, were being constructed at Memphis. I had frequent interviews with Mr. Mallory upon the subject of urging on the work and inquiring how it was progressing. When the fortifications at Columbus were taken, not knowing whether we would be able to make defences at any lower point on the Mississippi, it occurred to me that Memphis might be taken, and consequently these two boats would be captured by the enemy, or destroyed by us to prevent their capture. I went to Mr. Mallory, when this idea occurred to me, and asked him whether he did not think this danger was to be apprehended. He said yes, it was. I asked him if he had taken any measure to prevent it. He said he had not. Well then, said I, do you not think that you had better send them down to the Yazoo river, where we may probably be able to make a stand and construct some works for protection, or to Vicksburg where we might erect batteries? Mr. Mallory said he thought so. He rung his bell and directed his Secretary to telegraph to Capt. Whittle, who was superintending the construction of these boats, to take them down to Yazoo, if Memphis should be threatened. The dispatch was sent while I was in the office. One of them was not far enough advanced to be launched, and was subsequently destroyed by our forces to prevent their falling into the hands of the enemy.

Mr. DUPRE. When did the conversation referred to take place?

Mr. C. It was subsequent to the capture of either Columbus or Island No. 10. I think it was immediately after the fall of Fort Columbus. I will add, that when I learned that the enemy's fleet were bombarding the forts at New Orleans, entertaining no doubt whatever that they would pass the forts, and having frequently expressed that opinion, I felt anxious as to the fate of the Mississippi, which I understood was nearly completed, and was a formidable vessel, and it occurred to me that Mr. Mallory might omit to send her up to the Yazoo in the same manner as he omitted to send the other down. But I suspected it was hardly probable that he would neglect such a precaution. I left this city before the fall of New Orleans, and when I arrived at Mobile I met Commander Pegram whom I asked whether the Mississippi had been saved. He said no; she had been destroyed. I would have given the same advice with regard to her as I did with regard to the vessels at Memphis, but after the public expression of my opinion as to his competency, all personal intercourse between Mr. Mallory and myself had

ceased. Besides, I hardly thought it probable he would omit so obvious a precaution in regard to the Mississippi, after he had taken it in regard to the boats at Memphis.

Mr. SEMMES. Were you in New Orleans in the fall of 1861?

Mr. C. I was there from early in October to early in November.

Mr. SEMMES. Did you not visit the Mississippi yourself?

Mr. C. Yes sir.

Mr. SEMMES. When was your last visit there before you left?

Mr. C. I think it was about a week or ten days.

Mr. SEMMES. What was her state of forwardness then, do you recollect?

Mr. C. Very little—her keel was laid.

Mr. SEMMES. Did there appear to be great activity in pushing forward the work?

Mr. C. I think when I was there it was Sunday, and the superintendent knowing who I was, took me into his office and explained the plan to me. I think on that day there were no workmen employed. I saw no one there except the superintendent and the guard.

Mr. SEMMES. Were you never there on a week day?

Mr. C. I don't think I was. I saw the superintendent on week days but I did not go to the place. If I did, I have no recollection of it.

Mr. SEMMES. If you know any other facts within your knowledge which would tend to inform the Committee as to the proper administration of the naval department, please state them.

Mr. C. I have had, as Chairman of the Committee on Naval Affairs, my attention called to the affairs of the navy department. I have had a good deal of intercourse and a good many conversations with the Secretary of the Navy, and from a very early period I was impressed with the conviction that there was a want of intelligence, and especially of energy, promptitude and forethought in the administration of that department. I cannot of course recall all the circumstances—some of them I can recall.

Mr. SEMMES. Please state them.

Mr. C. The first occasion on which this idea of a want of proper energy in that department occurred to me was at Montgomery. It became necessary to send an agent to Europe for the purchase of arms and munitions of war, and also, I think, to make arrangements for the building of some vessels there. Mr. Mallory informed me who the agent was. It was a young officer in his department, and then on duty in his department. The matter was very urgent, as this was in the month of May, and up to that time no measures had been taken either to build vessels or purchase arms; and I urged upon Mr. Mallory the propriety of the expedition. Some time elapsed—perhaps several weeks—when I met the officer, who I understood was to go, and expressed some surprise at seeing him there. I told him I had supposed he was nearly across the Atlantic at that time. He told me he was awaiting instructions from Mr. Mallory.

The next occasion on which I thought he showed a want of energy and intelligence, or both was on this occasion. A Mr. Stevenson, a respectable merchant of New Orleans, came to Montgomery with a plan for building an iron plated ram. I was not

acquainted with him personally; but he came to me as Chairman of the Committee on Naval Affairs, and stated the object of his visit; that he had submitted his plan to the navy department, that Mr. Mallory had it several weeks under consideration, but he could get no positive answer either way, that he was tired of this delay, that he thought whatever might be done ought to be done promptly, and asked me if I could not in some way expedite his business. I told him that I would speak to the Secretary, and did so. I told him he was a respectable citizen of New Orleans, and had been a long time connected with steamboats, and that I thought it probable that his plan was worthy of consideration; that from what I saw of it, it impressed me favorably, and that at all events I should like his proposition to be disposed of as rapidly as possible. He waited some time, however, and came to me again and stated he saw plainly that the Secretary did not intend to do anything, and that he would go home and abandon the project. I told him that I thought he was wrong, and that it occurred to me that Congress might do something in the matter; and after conversation with him I introduced a bill, No. 170 of the acts of the 2d session, which is to be found on page 85, and which gives 20 per cent. of the value of any vessel of war of the enemy that may be destroyed by our privateers.

Under this law the ram *Manassas* was built at New Orleans by private subscription.

The Committee then adjourned until Tuesday next 10th inst., when Mr. Conrad will again appear to complete his testimony.

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TUESDAY, FEB. 10TH, 1863.

The Committee met at 10 o'clock, Present, Messrs. Clay, (Chairman,) Maxwell, Semmes, Dupre, Foote, Barksdale and Lyons.

Hon. C. M. CONRAD resumed his testimony as follows:

The success of the experiment of iron plated rams induced Commodore Hollins to retain possession of the *Manassas* as part of his fleet, and afterwards to recommend the purchase of her by the government. Mr. Mallory for a long time hesitated about making this purchase, in the meantime, the vessel continuing in the possession of the government. Finally, the patience of the owners became exhausted, and the president of the company wrote to me requesting me to see the Secretary, and say to him that he must either purchase or return her to the owners. In conversation with Mr. Mallory on this subject, he expressed his entire disbelief in iron plated rams, and stated that they were not a new invention, as they were as old as the Greeks and Romans, and that the English had tried them long ago, and ultimately abandoned them. I replied that the power of iron plated rams consisted in the combination of steam power with iron armour, and that the Greeks and Romans were not acquainted with steam as a motive power, and the probability is, that the English had not tried rams with iron plates. Some time after this the *Manassas* was purchased. How the *Merrimac* came to be constructed with a ram, I never understood; it was probably owing to the constructor or to Lieut. Brooke, who was an ingenious officer in the department. That is all I have to say on that subject. I want to go

back and make a few additional statements with regard to the defences of New Orleans.

I have always understood that the only vessel that was built, otherwise than by contract, at that time, was the Mississippi, by the Tifts. I thought, and still think, that the naval department showed great want of judgment in sending these individuals, strangers in New Orleans, to build a vessel there. There were in that city several large ship building establishments, conducted by intelligent, enterprising men, with ample means, with the advantage of a large stock of material on hand, with numerous corps of mechanics and workmen, and with established agencies and connections to enable them to procure anything that might be needed in the construction of vessels. It is very evident, in view of these facts, that these men had very great advantages in the rapid completion of a vessel, over parties who had to create all their resources and make an establishment for themselves.

The Messrs. Tift commenced their work at a point where there was not even a shop to contain their own plans, and not a single facility of any kind for the building of a vessel. The consequence of all this must inevitably have been, a great deal of delay, even if there had been no want of activity or energy on the part of the superintendent. I have no doubt that a great deal of delay did result from this fact. One of the Tifts told me when I saw him in New Orleans, that he was then waiting, and had been waiting for ten or twelve days, for lumber. If I mistake not, he undertook to build the vessel by the 1st of January, which was the time that the Mississippi river usually rises. In the Secretary's report of the 27th of February, 1862, he uses this expression—"There are now being constructed at New Orleans, two large and formidable iron-plated steamships, of about 1,400 tons each, designed for the carrying of twenty of the heaviest guns. One of these, the Louisiana, has been launched, and is nearly completed, and the other, it is believed, will be completed in six weeks."

Capt. Mitchell states in his report of the naval battle of New Orleans, which the Committee have access to, that on the day of the attack the Louisiana was not yet completed; and the Mississippi, I am informed, was not within several weeks of her completion. This was on the 24th of April, consequently nearly two months after the date of this report to Congress.

I will now submit the memorial of the committee of safety of New Orleans to which I referred in my testimony on Saturday last:

*To the Senate and House of Representatives of the Confederate States of America.*

The Committee of Public Safety of the city of New Orleans, consisting of the following named citizens, to wit: Wm. Freret, M. Musson, Dr. G. W. Campbell, Chs. Cavaroe, Wm. Henderson, James P. Freret, Chs. Derbiguy, R. M. Davis, Riviere Gardere, A. D. Kelly, P. S. Wiltz, W. C. C. Claiborne, Gustave Leroy, Valcour Labarre, Jules Cassard, Jno. Pemberton, Jno. Goodrich, Jno. M. Back, T. C. Twichell, Geo. C. Lawrason, Dr. D. W. Brickell, Jno. A. Stevenson, Robt. Conway, H. T. Lousdale, J. N. Marks, Gerard Stith, Dr. O. Robin, John B. Leefe, H. Beebe, L. E. Forstall, V. Sheldon, S. L. James,

Dr. E. Macpherson, Judge T. H. Kennedy, W. A. Violett, S. P. De Labarre, Sam'l Jamison, Jno. R. Shaw, Dr. B. H. Moss, R. C. Cummings, Capt. P. Marcy, Fk. Durrive, P. E. Bonford, Wm. M. Perkins, Thompson Greenfield, Gabl. de Feriet, A. de Lassus, S. O. Nelson, Moses Greenwood, Wilhelmus Bogart, John Youenes, J. P. Harrison, Fergus Gardere, M. Gordon, jr., Jno. M. Huger, P. N. Wood, L. F. Generes, E. J. McCall, Benj. Buisson, Jno. Communy, L. H. Pille, A. S. Phelps, J. A. D'Heinecourt, Louis Surgi, James Beggs, Jules Benit, James Davis, J. H. Huckins, beg leave most respectfully to submit to your honorable bodies, that they were organized with the sanction and under the authority of the common council of the said city, from the body of the citizens, for the object indicated by their title. The creation of a body in whom the people could repose their confidence, *that eagerly sought a resting place*, seemed necessary to alleviate the deep feeling of insecurity and consequent uneasiness that pervaded the whole community. That sense of insecurity sprung naturally, nay, necessarily, from two causes nearly allied—the languor of the general action of government in the conduct of the war, and the inertness, the death like lethargy in almost all the branches of the public service here, in the face of hostile exertions and activity unparalleled in all history, and embracing New Orleans as a chief prize.

The Committee have been engaged in their work now upwards of a month. A narrative of their acts would be tedious, perhaps, unnecessary; suffice it to say, they have done all they were permitted to do to aid the government officials and agents, and to stimulate to a show of life and activity such of them as seemed least to appreciate the momentous pressure of surrounding events. The committee feel that they, and similar bodies formed in other States, could render effectual services to the Confederacy if they were in a position not to be altogether ignored or defied by such agents.

They, therefore, most respectfully, but most earnestly, entreat your honorable bodies to appoint from among yourselves a “permanent committee on the conduct of the war,” to co-operate with the President and his cabinet, and with the committees of public safety at the various points of the Confederacy. The members of the committee which now respectfully addresses you are citizens of this place—not strangers devoid of sympathy with our people, sent here to work by the year or by the job for pay—their families and possessions are here. Besides their common interest in the holy cause that links all true patriots together, they have special local interests and affections that are guarantees for their devotion and singleness of purpose in the laborious task they have voluntarily taken on themselves. They believe that the bare knowledge that channels of communication exist between the President and heads of departments and the remotest points of the Confederacy, through the medium of such a committee as they implore you to appoint, ever ready at the right place to plead the cause of the country, will, of itself, often prevent delinquences and infuse new life and vigor into every branch of the service. At all events a mass of reliable information, not otherwise obtainable, may be secured to the government, by which it may be enabled to apply promptly a corrective wherever a corrective is needed, and which may, and it is hoped will, prove serviceable in many other important respects.



If the committee have trespassed beyond the strict line of propriety in making this appeal, your own tried devotion to the country will excuse an error springing from no other source in them. Every man, woman and child owes his mite to the common cause. Their bitter experience in their yet brief career as a committee of public safety, has impressed them with a solemn conviction that they could not better discharge a religious duty than by commending this, in their opinion, most vital matter to your honorable bodies' serious consideration.

M. MUSSON, *Chairman pro tem.*

GEO. C. LAWRASON, *Secretary.*

New Orleans, 26th March, 1862.

The Committee will perceive on reading that document, that the statements of want of energy and activity in the preparations there, are general and not specific in their character. As I had left New Orleans shortly after the appointment of Gen. Lovell to his command at that place, and was not informed as to the state of public opinion in regard to his management, I thought it possible that these statements might refer to him, in whole or in part, as well as to the naval preparations, and accordingly telegraphed either the president or secretary of the committee of safety, requesting of them to inform me whether they meant these statements to apply to Gen. Lovell. The answer was that they did not. I deem it an act of justice to Gen. L. to make that explanation.

I will mention another instance, as I conceive, of the want of business capacity in Mr. Mallory. I refer to an incident that occurred in this city last spring.

In his first message to the permanent Congress the President alluded to the difficulties which the government had to encounter in the creation of a navy, and after having stated that these difficulties would necessarily have retarded the preparation of a naval force, he used the words "even if Congress had made the requisite appropriations." My attention was called to this paragraph by a member of the Provisional Congress, and he inquired of me whether the Provisional Congress had failed in any instance to make any appropriation required by the President or naval department for the navy. I stated that I was positive, as far as my recollection went, that Congress had never failed to appropriate every dollar required or estimated for the navy. On consulting several members of the Provisional Congress, they all concurred with me in this belief, and it was thought due to that Congress, and particularly to the naval committee, of which I was chairman, to correct what might be considered an erroneous statement. I doubted, myself, whether the President really did mean to intimate that Congress had failed to make the appropriations demanded, but supposed that he simply meant, that the means of the government were not sufficient to accomplish all that was necessary. I so stated, but as the passage was equivocal, I determined to bring it before the attention of Congress, and accordingly did so in a few remarks, in which I stated substantially, that if the President did, in this passage, mean to intimate that Congress had failed to make all the appropriations demanded by the government for the navy, the statement was erroneous. These comments of mine on the passage referred to, having been reported in the public pa-

pers, I received, a day or two after, the following letter from Mr. Mallory:

*Hon. Mr. CONRAD :*

MY DEAR SIR: Permit me to say a word upon the point raised by you upon the message yesterday, which I have this moment read, and which I think will be sufficient to explain the reference to appropriations for the naval service.

On the 10th of May last Congress passed two acts appropriating three millions of dollars for certain purposes, to be expended by the navy department; but as the ground was taken by the treasury that estimates had not been made, and that money could not be drawn under them, the estimates for these amounts were sent to you, as Chairman of the Naval Committee, on the 16th of May. When you brought them to the attention of Congress you may remember the opposition offered by the Treasury Department, and the appeal made to you and to the House against them, and that you consented to withdraw them, the money not having been provided to meet them.

I was not present, but I remember your relation of the subject to me. The consequence was that we did not realize any of the money under bills 116 and 117, until some five months after their passage.

This briefly, I think, will explain the reference in the message.

In every other instance Congress responded promptly to all our estimates, and your Committee failed in no instance to obtain an appropriation.

I am, very truly yours,

S. R. MALLORY,  
*Secretary of the Navy.*

*Feb. 27, '62.*

On receipt of this letter—my own recollection of facts not concurring with that of the Secretary—I repaired to the navy department in order to see whether the statements contained in it were correct. There, I had a conversation either with himself or the chief clerk, or both, which satisfied me that the statements in it were erroneous, and that the amounts referred to in his letter had been appropriated. Under this impression I took no further notice of his letter, and would not have done so, had I not received a second note from him, requesting me to bring the matter again before Congress, in order to correct the statement in my previous remarks. I did bring the matter before Congress on the 5th day of March, 1862, in a few remarks in which I reiterated the statement made by me on the previous occasion, read the above letter of Mr. Mallory to me, and showed that it did not sustain the position contained in the President's message—that Congress had failed to make "the required appropriation," but the reverse. My remarks were reported in the Whig next day.

And on the same morning passing by the Treasury Department I was called by Mr. Memminger, who remarked to me good humoredly, "how is this—I am told you attacked me on yesterday," or words to that effect. I said "no—not at all—that I was aware of." I am told, "said he, you said that I refused to pay the appropriation made for the navy." I told him he was mistaken, I made no such charge, that the charge was made by his colleague, the Secretary of the Navy. He was surprised at that, and remarked that it was impossible. "Well," said

I, "you will see it in the papers of this morning." He asked me into his office, and immediately rung his bell and called for the paper, and there found the letter of Mr. Mallory. He expressed great astonishment that Mr. Mallory should make any such statement, "for," said he, "I never have refused to pay one dollar of that appropriation; and if I mistake not, a portion of it has already been paid." He called for his Assistant Secretary, Mr. Clayton, and asked him to bring him the book containing the entries relating to that appropriation. Mr. Clayton produced the book, from which it appeared that several sums had been drawn from the appropriation by Mr. Mallory, and remitted to Europe—the first of them I think the day after, or a few days after the appropriation was made. Mr. Memminger and myself both agreed that it was an extraordinary mistake. I thought that was another instance of extraordinary inefficiency in regard to the business of that department.

Another fact connected with the management of the navy department is this. In nearly all of his reports to the President, Mr. Mallory has alluded to the difficulty experienced by the department in procuring supplies of coal, iron and mechanics. In his report of the 16th of November, 1861, he says—"The production of iron within the Confederate States having been greatly reduced by the withdrawal of operatives there employed, its price has steadily advanced. The iron which could be had in this market in January last at \$25 per ton, now commands \$47 50."

He then proceeds to show the steps taken by the department to supply this deficiency.

In several communications to the Naval Committee he had recommended the passage of laws to encourage the production of iron; and in the report of the 27th of February he had also spoken in strong terms of the difficulty of procuring mechanics. He says—"All efforts at construction, whether by contractors or by the department, have been crippled by the want of mechanics."

To supply this defect, measures have been taken to detail them from the service. In fact laws have been passed for that purpose.

Some time in March, 1862, a resolution had been passed by the House, in these terms:

"*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of establishing a naval depot at or near the city of New Orleans."

This matter was brought before the Committee, and they thought that it was probable the Secretary might take action upon it without any legislation. But I was directed to enclose the resolution to him for his information, which I did, accompanied with the following note:

"*Hon. S. R. MALLORY*—

SIR: I enclose you a resolution adopted by the House of Representatives, directing the Committee on Naval Affairs to inquire into the expediency of establishing a naval depot in New Orleans.

I am instructed by the Committee to request the department to communicate to you its views on this subject.

Very respectfully,

C. M. CONRAD, *Chairman.*"

*Richmond, March 11th, 1862.*

To that I received the following answer :

[Copy.]

NAVY DEPARTMENT C. S.,  
Richmond, *March 13, 1862.* }

*Hon. C. M. CONRAD, Chairman of the  
Committee of Naval Affairs, House of Representatives—*

SIR: Your letter of the 11th inst., enclosing the resolution of the House of Representatives as to the expediency of establishing a naval depot at New Orleans, and asking in behalf of your Committee the views of this department, has been received.

If by a "naval depot" a deposit for naval stores, and a place for collecting and training seamen is meant, I deem it expedient that such a depot should be established in New Orleans.

We are now purchasing and storing supplies, and shipping men there, but I think that much more will be required.

Our brief experience dictates the wisdom and expediency of establishing at New Orleans such engine, boiler and machine shops, rolling-mills and foundries, embracing air and cupalo furnaces, as will enable us to do much, particularly in forging and casting, that no private establishment has the power of doing.

Efficiency and economy in our naval expenditures will be both advanced by such an establishment at New Orleans for the manufacture of engines, boilers, ordnance and ordnance stores, plates for iron clad vessels, &c.

I have the honor to be,

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

This letter was laid before the Committee, and they were all surprised at it, because they were aware that there were large foundry establishments in New Orleans already, and they supposed from Mr. Mallory's previous reports and communications with them, verbal and written on this subject, that it would be impossible to supply the iron and coal, as also to procure mechanics for such a large establishment as he had recommended. With a view to procure information on this subject, I was directed to address him a letter setting forth the doubts entertained by the Committee, which I did in the following letter :

[Copy.]

RICHMOND, VA., *March 15, 1862.*

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: I am directed by the Committee on Naval Affairs, to request that you furnish it with the following information :

1st. What will be the probable cost of an establishment such as that referred to in your note of the 13th inst., for the manufacture of steam engines, iron plates for plating vessels, cannon, &c., &c. ?

2d. What are the probabilities of the Government being able to procure a sufficient number of workmen to carry on such a manufactory ?

3d. Whether it would be practicable, at least during the war, to procure the iron necessary for supplying the material of such a manufactory?

Very respectfully, your obedient servant,

C. M. CONRAD, *Chairman.*

To this I received the answer of the Secretary, as follows :

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *March 18th, 1862.* }

Hon. C. M. CONRAD,

*Chairman of the Committee of Naval Affairs,  
House of Representatives—*

SIR: Your communication of the 15th instant has been received. In reply to the first interrogatory—"what will be the probable cost of an establishment such as that referred to in your note of the 13th inst., for the manufacture of steam engines, iron plates for plating vessels, cannon, &c., &c.," I have the honor to state, that the cost of a rolling mill capable of turning out thirty to fifty tons of iron plates of proper dimensions for plating vessels, and from four to six tons of boiler plate every twenty-four hours, would, at the present prices of labor and materials, be about \$275,000.

The cost of a furnace capable of turning out twenty finished pieces of heavy ordnance per week, would not exceed \$80,000; and the cost of a machine shop for making marine engines for heavy ships and smaller work, would be about \$500,000. This would be exclusive of the cost of the ground, of which, about two acres would be necessary.

To the second interrogatory—"what are the probabilities of the government being able to procure a sufficient number of workmen to carry on such a manufactory?" I do not doubt that a sufficient force of experts to develop the full power of such an establishment could be organized. Other similar establishments, however, would suffer necessarily by the withdrawal of these experts until the deficiency could be supplied from England, or elsewhere. The army could furnish a large number of suitable mechanics.

In reply to the third interrogatory—"Whether it would be practicable, at least, during the war, to produce the iron necessary for supplying the materials of such an establishment?"

But little iron is being produced in the Confederacy. Virginia has been regarded as a large producer of iron, and at present, I can hear of but two furnaces in blast, though the prices paid are exorbitant.

Congress could doubtless stimulate its production by legislation, and in this way, afford a supply to the establishment in question. Coal would be as important as iron to such a work, and at present, there is not coal or iron enough in the Confederacy, outside of similar workshops, to employ such an establishment three months.

I have the honor to be,

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

After the receipt of this letter, the committee unanimously voted not

to adopt his suggestion in this matter. In conformity with this action of the committee I addressed to him the following letter:

RICHMOND, *March 26, 1862.*

Hon. S. R. MALLORY—

SIR: In view of the difficulty of procuring an adequate supply of workmen and materials, as mentioned in your note of the 18th inst., the committee on naval affairs have determined not to adopt your suggestion of establishing a government foundry for the making of steam engines, &c., at New Orleans at the present time.

As regards a "naval depot" merely, the committee see no objection to such an establishment, except the imminent danger at this moment of a descent upon New Orleans by the enemy's gun boats, and the consequent capture and destruction of all public property at that place; a danger very much increased by the backward state of the "floating defences" authorized to be constructed for the defence of that city, against these very gun boats.

Of the extent of this danger, you are more competent to decide than the committee.

If you deem the establishment of such a depot at all urgent, and that legislation is necessary to effect the object, (which I do not myself perceive,) you will please inform me, and I will introduce a bill for the purpose.

Very respectfully,

C. M. CONRAD.

I never heard from him afterwards on this subject. I will state another fact connected with the management of the navy department. Com. Maury had recommended in a communication to the Virginia Convention, the construction of a number—100 I think—of small gun boats, of from two to four guns each, for the defence of the waters of Virginia, and that body had referred it to Congress through one of its representatives. Congress adopted the suggestion, and ordered the building of a number of small gun boats. The construction of these boats had been commenced, and four or five were, I think, in process of construction, but Mr. Mallory, in various conversations that I had with him, as chairman of the committee on naval affairs, referred to the delay and difficulty attending the construction of these vessels, owing to the difficulty of procuring materials—iron, wood, and steam engines. He had even sent out an agent for the purpose of purchasing or impressing such locomotive engines as might be thought adapted to the purpose; and every exertion was made to procure mechanics, but still only a small number of the vessels could be commenced. Matters were in this situation when the affair of the Merrimac took place; and it occurred to the committee, as I presume it did to every body else, that this experiment fully established the efficacy of iron-plated rams, and the inability of wooden vessels, however formidable, to contend with them; consequently, that it was the policy of this government, in the scarcity of workmen and materials, to confine themselves to the construction of this description of vessels, at least, within the limits of the Confederacy. We all expected, for some time, a communication from the Secretary of the Navy on this subject, with the suggestion

that he might be authorized to continue the construction of the wooden gun boats. But after waiting for some time, and no suggestion being made by the Secretary to that effect, the committee unanimously determined that they would act upon the subject; and I was instructed to bring in a bill directing the President to discontinue the construction of the small gun boats above mentioned. Such a bill was brought in, and unanimously passed by the House, and afterwards became a law. Mr. Mallory being informed of this result, expressed his gratification at it, but assigned no reason for not suggesting it himself.

Mr. BARKSDALE. Did that bill pass the Senate?

Mr. CONRAD. Yes, sir.

Mr. BARKSDALE. I now move that the Secretary of the Navy be authorized to have summoned such witnesses as he may desire.

The motion was agreed to.

The Committee then adjourned until Saturday next, the 14th inst.

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SATURDAY, FEB. 14, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Foote, Peyton, Phelan and Barksdale.

The Secretary of the Navy not having any interrogatories prepared to put to the Hon. C. M. CONRAD, the Committee adjourned to meet again on Tuesday next, the 16th inst.

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TUESDAY, FEB. 17, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Maxwell, (acting temporary Chairman,) Semmes, Peyton and Barksdale.

The following documents were received from the Secretary of the Navy in response to the resolution of Mr. Maxwell, of the 6th inst., and ordered to be put upon record:

[F.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, January 11th, 1862. }

Hon. C. G. MEMMINGER, *Secretary of the Treasury*—

SIR: I am informed by Paymaster Senac, C. S. Navy, one of the disbursing officers of this department, at New Orleans, that he finds great difficulty in making change to pay bills for labor and material, and that the banks have withdrawn their notes from circulation, and decline to furnish disbursing agents with even small amounts once a month.

He suggests that if he were supplied with treasury notes of the denomination of five and ten dollars for a portion of his requisitions for funds, he would be saved much inconvenience and annoyance, and I

have the honor to request that you will be pleased to direct that he be so supplied.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

[G—Copy.]

C. S. TREASURY DEPARTMENT, }  
Richmond, Jan. 14, 1862. }

Hon. S. R. MALLORY, *Secretary of the Navy*—

SIR: Your letter of the 11th, requesting that a portion of Paymaster Senac's requisitions be paid in five dollar and ten dollar notes, has been received.

I have been endeavoring for some days to relieve this difficulty, which seriously embarrasses us in other respects, but our means of printing are so limited and the demands for money are so large that we cannot yet make the issue sufficient to relieve the embarrassment of which you complain.

Respectfully,

(Signed)

C. G. MEMMINGER,  
*Secretary of the Treasury.*

[H.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, Jan. 15th, 1862. }

Hon. C. G. MEMMINGER, *Secretary of the Treasury*—

SIR: Your letter of the 14th instant, explaining your inability to furnish small notes to the disbursing agents of this department in New Orleans, has been received, and I recognize and appreciate all the difficulties in the way of complying with my suggestion.

An army disbursing agent at New Orleans has been furnished with a large amount in small treasury notes, \$100,000, as is there stated, while none is supplied to this department.

This greatly embarrasses most of them, and inconveniences arising from it are daily brought to my notice.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

[I and J.]

Hon. Secretary of the Treasury—

DEAR SIR: I desire that the requisition of this department, No. 161,



January 10th, for \$100,000, in favor of Paymaster Senac, may be paid as early as practicable, and to take precedence of others of this department.

Respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

22d January, 1862.

[K.]

C. S. TREASURY DEPARTMENT, }  
Richmond, Jan. 23, 1862. }

Hon. S. R. MALLORY, *Secretary of Navy*—

SIR: I have the honor to inform you that all your requisitions have been answered up to the 30th of December last, also, \$100,000 to F. Senac, 11th January.

Respectfully,

(Signed)

C. G. MEMMINGER,  
*Secretary of the Treasury.*

[L.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, Jan. 22d, 1862. }

W. W. CANE, Esq., *New Orleans*—

SIR: Your letter of the 15th inst. has been received. I presume the amount of your bills has been included in the requisition of Mr. Howell, navy agent, which have not been complied with by the Treasury Department. The delay is caused for the want of treasury notes, which cannot be printed and signed fast enough to meet all the demands on the treasury at this time, and in consequence of preference given to requisitions for food and clothing for the army.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

[M.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, Jan. 23d, 1862. }

Hon. Mr. MEMMINGER, *Secretary of the Treasury*—

DEAR SIR: Our requisition, No. 141, drawn Dec. 24th, in favor of Paymaster Nixon, at New Orleans, for \$61,000, being much of it for pay due the navy, is greatly needed; and I have to request that the amount be transmitted, if possible, and if the whole or a portion could

be in fives, tens and twenties they would greatly facilitate the labors of our agents.

Very respectfully, your obedient servant,  
**S. R. MALLORY,**  
*Secretary of the Navy.*

—  
 [N.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, Feb. 17th, 1862. }

*Hon. Sec. Treasury—*

SIR: I hand you herewith a copy of Mr. Howell's letter, from which you will see the great delay incurred in receiving money on our requisitions by the practice of transmitting to our agents at New Orleans drafts on the treasury at Richmond, and I will be pleased to be informed of the means to be adopted to place these funds in his hands.

The course he suggests is an expensive one, and one that the appropriation ought not, I think, to be charged with.

Very respectfully, your obedient servant,  
**S. R. MALLORY,**  
*Secretary of the Navy.*

—  
 {O.]

RICHMOND, Feb. 18, 1862.

DEAR SIR: This department has an arrangement with the express company for transmitting bonds and treasury notes, and whenever desired forwards the same to the assistant treasurers or depositories for delivery to the disbursing officers. Whenever a requisition is made in favor of your disbursing officer at New Orleans, the treasury, upon receiving the warrant of the Secretary of the Treasury, forwards treasury notes to New Orleans to pay the same. Where the warrant is payable in bonds delay is unavoidable. The bonds cannot be prepared in sufficient quantities to place a stock in the hands of all the depositories. The disbursing officer, therefore, on being notified that he has certain bonds to his credit, issues his check on the treasurer for such bonds as he requires, and they are issued and delivered to the holder of the check.

Very truly yours,  
 (Signed) **C. G. MEMMINGER,**  
*Secretary of the Treasury.*

*Hon. S. R. MALLORY, Sec. Navy.*

[P.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, Feb. 22d, 1862. }

Hon. C. G. MEMMINGER, *Secretary of the Treasury*—

SIR: Enclosed herewith you will receive copy of a telegram received from navy agent, Wm. B. Howell, at New Orleans.

The operations of this department are much embarrassed, and the credit of the government damaged by the delays incurred in placing funds in New Orleans to meet expenditures.

The requisition to which Mr. Howell refers, was made on the 29th ultimo, to pay existing liabilities, and on the 17th inst. he received, it seems, half the amount in bills, and a draft, payable in Richmond, and in bonds for the other half, which, to him, is, for the present, useless.

Our agents endeavor to stipulate in all contracts for part payment in bonds, and I suggest that no bonds be sent upon the requisitions of the department unless specially asked for on their face; and if you can send them the money instead of the drafts upon Richmond, which they cannot negotiate at New Orleans without loss, and which entail a delay of two weeks in realizing the funds, our operations would be greatly facilitated.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

TREASURY DEPARTMENT, March 1, 1862.

MY DEAR SIR: I have just received the enclosed telegram. Of course, we cannot accept payment for such a purpose, as it imputes discredit. But if you have any payments to make which are impeded by being payable in bonds, I will telegraph that they will be paid in treasury notes, if you desire it.

Very truly yours,

(Signed)

C. G. MEMMINGER,

Hon. S. R. MALLORY.

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, March 8th, 1862. }

To the PRESIDENT—

SIR: For your information, I have the honor to make the following statement in reference to the communication of the Committee of Safety of New Orleans, submitted to me this day:

The credit of the Government has doubtless suffered in New Orleans, from the failure of the treasury to meet the requisitions of this department; and this has been a constant source of embarrassment to the department, and of annoyance to its creditors, and disbursing agents in that city.

I have repeatedly brought the subject to the attention of the Secretary of the Treasury, and invoked prompt payment, though I have felt, that with his limited power to produce treasury notes, and under the rule adopted giving priority to certain disbursements for the army, he was powerless to correct the evil.

Here is my last letter to him upon the subject. (See letter of the 22d of February, 1862.)

The requisitions of this department upon the treasury for money to meet payments in New Orleans, have usually been made immediately upon hearing from its disbursing officers the amount required, and always, I think, within twenty-four hours thereafter; but the delay of the treasury in paying them has been from twenty-five to forty days.

In some cases the treasury department has, after long delay, instead of sending notes, for which our creditors were waiting, sent drafts for Confederate bonds, payable in Richmond; and which drafts were useless to our agent and creditors there, and which therefore had to be returned to Richmond for payment, and then sent to New Orleans, thus still farther protracting payment.

This has been a source of great embarrassment to this department, and complaint of its creditors.

In one of these cases a requisition for \$42,000 was dated December 24th, 1861, payable to navy agent, W. B. Howell; on the 6th of February, 1862, he received a draft, one-half in notes, and one-half in bonds at Richmond. His letter of advice was received February 15th; and on the 17th of February I called upon the treasury for the requisition, forty-eight days afterwards.

When the department draws its requisition in favor of its creditors, upon an existing appropriation, its duty and its power are alike exhausted, and though the department has endured the embarrassment consequent upon these delays, and which it had not the power to avert, it has felt that the condition of the treasury rendered them inevitable, and that the responsibility for them was with that department.

Our agents are instructed to make all contracts, whenever they can, payable partly in bonds, and they do so, and in such cases our requisitions call for the amount of bonds to be sent; but the treasury as you will see by the Secretary's letter, deems it proper to send bonds when not required. and when we cannot use them, and embarrassment to the department, and losses to creditors inevitably follow.

Our agents from the nature of their disbursements can dispose of bonds only to a very limited extent.

The following telegram from our navy agents, and the treasury comments thereon, will thus show the character of these transactions. "Telegram," "ordnance money received, one-half ( $\frac{1}{2}$ ) in draft on Richmond, payable in bonds, which cannot use; shall I pay for what stores received, as I advised you in my letter of February 8th?"

Answer of Secretary. "I return you the telegram of navy agent," Howell. If you will examine the acts of Congress, "you will find that a large amount of the means provided by Congress to pay the expenditures consists of bonds; these must be distributed among the expenditures for which alone they can be used, and I see no remedy, but to require your agents to make their contracts accordingly. It is not possible to supply the means, except in the form provided by Congress;

and if the agents, instead of complaining, would set themselves to aid the Government by disposing of the bonds, there would be no difficulty."

Similar cases are constantly occurring; and this day, I am notified by telegram, that upon a requisition to pay a debt, due in notes drawn by me one month ago, one-third of the amount was sent to New Orleans in bonds, which of course the creditors decline to receive.

Embarrassment to creditors has also arisen in New Orleans, from the following circumstances: Capt. Hollins, without the knowledge or authority of the department, without acquainting it with his actions, and when no appropriation existed for meeting the payment, made contracts for ordnance and ordnance stores, amounting to about \$500,000. The amount of these contracts was for a long time unknown to the department, and information of their extent was first acquired through the contractors themselves.

The navy agent, and an officer, sent specially for the purpose, were instructed to ascertain their amount, and an estimate was submitted to Congress, and an appropriation obtained to pay them at the earliest possible moment thereafter; and on the very day I received the act of Congress I made requisition for the funds, and they have been placed in New Orleans, to meet all demands which have come to hand.

The statement of the committee of safety as to the amount of indebtedness, is totally incorrect. No such amount as from \$600,000 to to \$800,000 has been outstanding; and if the treasury department has sent to the disbursing agents of this department, the money for its requisition of the 1st of March for \$300,000, they have funds in hand more than sufficient to meet every cent due by the department, and of which it has any knowledge.

I annex copies of my letters to the treasury department, and herewith return the communication of the committee of safety.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *March 13th, 1862.* }

WM. B. HOWELL, *Navy Agent, New Orleans—*

SIR: This department has recently drawn requisitions upon the treasury in your favor for the aggregate amount of, say one million three hundred and eighty-six thousand dollars since the twentieth of January, and I am informed by the Secretary of the Treasury that he has forwarded the amount up to first of January, or all, less three hundred and seventy thousand dollars.

Five hundred thousand dollars had been sent to you on the 2d of January and the 1st of March, in two payments, on account of ordnance.

The delays of the treasury in sending to you the money, as you have called for it to meet the public expenditures, have had, as you have correctly stated, an evil influence upon our credit in your city. I trust, however, that you have the means of paying every debt due by this department; and that anticipating delays at the treasury, you will make requisitions sufficiently in advance.

You will be careful to provide as far as possible for the payment, or part payments in bonds of all contracts; where you can do so. Bonds form a large part of the means of paying the public creditors.

You will please advise me of all outstanding debts against the department.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *March 24th*, 1862. }

Hon. C. G. MEMMINGER,  
*Secretary of the Treasury—*

SIR: Enclosed I hand you the dispatch of Mr. Howell, navy agent at New Orleans, dated at New Orleans this day. From this it appears that the funds for the requisition drawn by me in January last, have not yet been paid.

The party to whom this money is in part due, has also telegraphed his demand.

I hope it will be in your power to supply the money.

I am, respectfully, your obedient servant,

S. R. MALLORY;  
*Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *March 24th*, 1862. }

Hon. C. G. MEMMINGER,  
*Secretary of the Treasury—*

SIR: I transmit herewith copies of the dispatches of Paymaster Nixon and Mr. A. L. Davis, upon the subject of funds, due the latter by this department. The requisition for the funds was made on the 7th of January last, and did not call for bonds; this department having informed the treasury that it would call for bonds specifically whenever they could be used.

I hope it will be convenient for you to transmit the notes.

I have the honor to be,

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

CONFEDERATE STATES OF AMERICA, }  
*Treasury Department,* }  
Richmond, *March 25th*, 1862. }

Hon. S. R. MALLORY, *Secretary of the Navy—*

SIR: I have received your letter of the 24th inst., transmitting copies

of dispatches of Paymaster J. W. Nixon and Mr. A. L. Davis, upon the subject of funds, due the latter by the navy department.

By reference to my report to Congress of the 14th inst., a copy of which I transmitted to you on yesterday, you will perceive that to meet the appropriations made by the Congress of the Provisional Government, that Congress made provision by authorizing, among other means, the issue of \$100,000,000 in bonds, \$66,000,000 of which remain to be issued, and are the only means to that amount provided to meet the appropriations. If I cannot succeed in issuing this sixty-six million dollars in bonds, there must be a deficiency to that amount in meeting the appropriations made by the Provisional Congress. You will therefore understand and I trust appreciate the necessity of putting into the hands of disbursing officers, part in bonds and part in treasury notes, which I have been compelled to do heretofore, and which will be equally imperative hereafter.

Respectfully,

(Signed)

C. G. MEMMINGER,  
*Secretary of the Treasury.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, March 28th, 1862. }

*Hon. C. G. MEMMINGER, Secretary of the Treasury—*

I have received your letter of the 25th inst., in relation to paying the requisitions of this department in bonds.

I think that the following simple statement will clearly exhibit the evils which must result from the course you propose, and the difficulties which it must create in the administration of the affairs of the department.

Our disbursing agents at New Orleans, as you have been heretofore advised, provide, in accordance with my instructions, whenever they can, in all contracts and purchases, that payment shall be made partly in Confederate bonds; to meet which contracts, I call upon the treasury specially for the amount of bonds stipulated for. In many instances they cannot thus contract, but are compelled to pay in treasury notes, or fail in providing for the naval service.

Having informed you that when we require bonds I would call for them, and that in all other cases we require treasury notes, you insist that you will pay our requisitions in bonds, whether we can use them or not, or in other words, that our contracts in New Orleans must be paid, not according to the stipulations of our disbursing agents, and the rights of our citizens, but as you may dictate.

The result is, that hundreds of poor mechanics and small contractors go unpaid for months, and the doors of our agents, who are faithful and competent men, are daily beset by complaining creditors, and the credit of this department is impaired, and the public service injured. These agents, after waiting from twenty-five to fifty days to receive treasury notes, for which requisition has been duly made, receive drafts payable in bonds in Richmond, and which drafts, useless to them in New Orleans, have to be sent back here.

I perceive from your statement, that with the means at your control, you feel compelled to pursue this course, and I do not question its correctness, my design being only to exhibit the evils and inconveniences which result from it.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

CONFEDERATE STATES OF AMERICA, }  
*Treasury Department,* }  
Richmond, April 4, 1862. }

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: Several of the requisitions which have come in from your department, together with your last letter on the subject of treasury notes, seem to imply that you are not aware of the impediments which prevent this department from paying out treasury notes.

Congress has provided no means to pay appropriations but treasury notes and bonds. At the date of my last report, of which a copy was sent you, the relative proportions of these means were two hundred and thirty one millions of treasury bonds and stock, to fifty millions of treasury notes—that is, about four and a half times as many bonds as treasury notes—for the appropriations anticipated and made up to 1st December next.

You will perceive, therefore, that it does not depend upon my will whether requisitions shall be paid in treasury notes. A stern necessity compels the bonds to be used wherever purchases are to be made, or, in fact, where any payment is to be made, otherwise than for absolute cash demands. I have constantly had in view the fact that you require cash for pay and for mechanics' wages, and you will find that whenever your requisitions include such items, they are always supplied with a sufficient supply of treasury notes to pay these demands. But when the requisitions are for coal or ordnance, or such supplies as can be purchased, it becomes necessary to resort to the other means, and in those cases I have supplied bonds to your disbursing officers, just as I am obliged to do to those in the war department, but in far less proportions; for while the war department has used upwards of eleven millions of bonds, yours has used less than one million.

I trust, therefore, you will see the necessity in the same light that I do, and will aid this department in using the means furnished by Congress, by urging upon your disbursing officers the duty of making purchases, at least in part, with bonds, to the utmost extent of their power.

With much respect, your obedient servant,

(Signed)

C. G. MEMMINGER,  
*Secretary of the Treasury.*



CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, April 7th, 1862. }

Hon. C. G. MEMMINGER, *Secretary of the Treasury*—

SIR: I enclose you copies of the telegrams just received from New Orleans, which illustrate the evil results to the interests of the government by the refusal of the Treasury Department to issue treasury notes to pay debts, the payment of which, in notes, was specially contracted for.

The steamer in question could only be bought for notes. She was required for the public service, and purchased by our disbursing agent for notes, and, in accordance with his contract, treasury notes are required to pay for her, the parties from whom she was purchased refusing bonds on any terms. The requisition for funds to pay for this steamer was made on the 7th of January last, payable in treasury notes, and you sent bonds instead of notes for part of it; and the parties have thus been kept out of their money for three months.

In the case of Mr. Payne the requisition was made in January or February, and he has not yet received his money, which, I presume, from his dispatch, has resulted from the loss of the mail.

I have the honor to request, that the treasury notes may be supplied in the first case, and the draft to pay Mr. Payne be remitted.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, April 7th, 1862. }

Hon. C. G. MEMMINGER, *Secretary of the Treasury*—

SIR: Your letter of the 4th inst. has been received.

I am aware, of course, that in meeting the requisitions of this department you are compelled to pay in bonds and notes, but the general character of its expenditures do not admit of the use of bonds to any great extent, and they must be paid in notes, *or not paid at all.*

A small proportion only, of bonds to notes, not more, generally, than one-fifth, can be paid out. This is what I have so frequently and so earnestly urged, and I have done so from the conviction that the credit of the department, and its ability to build and equip vessels, and to conduct its operations generally, have been crippled by the practice of the Treasury Department, in sending to our disbursing officers bonds, which they could not use, and to pay debts for which notes were specially required in the place of the requisitions.

Your suggestion that I should "urge upon your (my) disbursing officers the duty of making purchases, at least in part, of bonds" has, of course, been anticipated. Such instructions have been, and are frequently, urged but the point is, that the great mass of our expenditures will not admit of being paid in bonds, as may be seen at a glance.

You say, that while the war department has used upwards of eleven millions of bonds this department has used less than one million. I know not, without reference to our files, what the proportion is, but assuming your statement to be accurate, it shows that while the war department has used of bonds one cent in every 13 and 9-10 of a cent, this department has used one cent in every 7 and 6-10 of a cent, of its expenditures, or nearly twice the amount of the war department, in proportion to its expenditures, and this, too, notwithstanding the expenditures of this department do not admit of the use of bonds to the extent of those of the war department.

I can but again observe, that the agents of this department must necessarily make a large portion of their purchases for notes; parties holding the articles, the labor and materials we require, refuse bonds, and will sell only for notes, and if the treasury continues to issue to them bonds, which they cannot use, in lieu of the notes which they contract to pay, the debts of the department remain unpaid, its credit fails, the price of every article it attempts to purchase is at once raised, and its operations are crippled.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

The following questions were put to the Hon. C. M. CONRAD by the CHAIR, in behalf of the Secretary of the Navy :

*1st Question.* Had you not, as Chairman of the Committee on Naval Affairs, had ample means and opportunity of learning the action of the department on naval affairs, and the measures it was pursuing generally?

Mr. CONRAD. No, sir. I had very little opportunity of knowing what the measures of the department generally were, except so far as they were connected with legislation. I had very little leisure; except during the sessions of Congress I was not here; and when here I had not thought it proper to investigate or inquire into the general action of the department. I was in the habit of inquiring into its action with reference to the defences of New Orleans, but seldom in regard to any other matter.

*2d Question.* Did you ever seek from the Secretary any information as to its action, which he refused or omitted to furnish? If so, state the facts.

Mr. CONRAD. I don't recollect the Secretary ever refusing to give me any information I sought to obtain.

*3d Question.* You say that you were not aware that any naval preparations were made, or were being made up to the meeting of Congress in 1861. Were you not then aware that the navy department had agents abroad, instructed to buy or build iron-plated ships, and did you not see the instructions?

Mr. CONRAD. I have not stated, or certainly did not mean to state, that no preparations were being made, or had been made up to the meeting of Congress in 1861. What I said or meant to say was, that up to that time no naval preparations had been made for the defence of New Orleans or the Mississippi river. I have stated that as early as May, 1861, an agent was dispatched to Europe to superintend the purchase or construction of vessels, and the purchase of arms and nava

supplies—I think I stated that in my testimony—other steps had been probably taken before that time.

*4th Question.* Were you not aware that Commander RAPHAEL SEMMES had been sent from Montgomery to New York to purchase steamers for war vessels in March, 1861, and did you not see his instructions?

Mr. CONRAD. I have an indistinct recollection that about the period mentioned, Commander Semmes was sent some where to the North with a view to obtain vessels, but I do not recollect ever having seen his instructions.

*5th Question.* Were you not aware that Lieut. North was also sent from Montgomery to the Northern States to purchase steamers for war vessels in March, 1861? and did you not see his instructions?

Mr. CONRAD. No, sir. I have no recollection of any navy agent having been sent to the Northern States by the department, nor do I remember of any instructions given at the time referred to.

*6th Question.* Were you not aware that the department sent from Montgomery an agent to Canada to purchase propeller ships in May, 1861? and did you not see the instructions?

Mr. CONRAD. I am not aware of it, and do not recollect hearing of it, but it is very probable that an agent was sent. My want of any knowledge in the matter is owing to the fact that I was not generally in the habit of inquiring into the particulars of the navy department, and I do not recollect ever having seen instructions of the department to any officer at any time, or on any subject.

*7th Question.* Were you not aware that the department from Montgomery sent a board of officers to New Orleans on the 17th of March, 1861, with instructions to purchase and fit out steamers for war vessels?

Mr. CONRAD. I recollect that at one time a board of officers were sent to make arrangements at New Orleans for the purchase of vessels, but have no recollection of the time.

*8th Question.* Were you not aware that the department, immediately upon its organization, entered upon the completion of the Fulton at Pensacola?

Mr. CONRAD. I have no recollection on the subject.

*9th Question.* Were you not aware of the contracts made at Montgomery in April, 1861, with Leeds & Co., of New Orleans, and with J. R. Anderson & Co., of Richmond, to make guns for New Orleans?

Mr. CONRAD. No, sir. I recollect at one time in the course of that spring or summer being in Mr. Leeds' foundry, and Mr. Leeds, one of the brothers, telling me that he had obtained, or was endeavoring to obtain an order to make cannon for the government, and telling me that he had already made one or two small pieces for individuals, but I do not think that at that time he had any such order, nor did he speak of having contracts particularly for guns for the defence of New Orleans. He spoke of a contract for guns generally. I recollect that he made a gun under the order of the military commandant of New Orleans, and that that gun had been tested and burst in the test. But he stated that the bursting was the result of the ignorance of the officer by whom the trial was made, as the gun had been so placed as not to have any room for recoil. He was fearful that this unfair trial might prejudice him, as it may be supposed, that either his iron was not suitable, or that he had not understood the art of casting guns. He was satisfied himself that

he would make good guns, and stated that he was at that time at work in making guns for individuals. I am satisfied that this was later than May, 1861, because it was after my return from Montgomery. I do not recollect having heard anything on this subject from the navy department.

*10th Question.* Were you not aware of the examination made of vessels generally by the board of officers sent there from Montgomery, with the view of converting them into war vessels, and did you not see their reports?

Mr. CONRAD. No, sir.

*11th Question.* Were you not aware of the department's purchase of vessels, and fitting them out as war vessels in New Orleans, and especially of the purchase of the Habanna and the Marquis of Habanna?

Mr. CONRAD. I recollect having been spoken to by a gentleman from Mobile or New Orleans, I forget which, who obtained an introduction to me from some one, in regard to the purchase of the two vessels referred to. He said that the navy department had desired to purchase them; that he offered them for what he considered a very reasonable price, and that the Secretary of the Navy declined to purchase, the price too high, and he expressed a wish that I would speak to the Secretary to induce him to make the purchase: I think I did speak to him, but do not recollect what his answer was. I know that the vessels were afterwards purchased, as they were altered in New Orleans.

*12th Question.* You refer to the proposition of the owners of the Manassas to sell her to the Government, and thereupon you say that *in conversation with Mr. Mallory upon this subject, he expressed his entire disbelief in iron clad rams*—that the English had tried them long ago, and abandoned them, &c. Look at this letter of the 8th of May, 1861, upon iron clad steamers, marked A, and say whether you received it; and say whether or not Congress did not, upon receiving it, pass two days afterwards an act in accordance with its recommendations?

The following is the letter:

A.--[Copy.]

CONFEDERATE STATES OF AMERICA, }  
Navy Department, }  
Montgomery, May 8th, 1861. }

*Hon. C. M. CONRAD, Chairman Naval Committee—*

SIR: I desire to submit for your consideration the following facts and suggestions:

The inequality between the batteries of ships and guns placed in regular or temporary military works on land has frequently been demonstrated, and long been acknowledged; and the leading minds of England and France during the last few years have been actively employed in what was regarded as impracticable, the establishment of an equation between ships and forts.

Much speculation, numerous ingenious devices, and extensive experiments, cautiously and thoroughly conducted, are before us as the results in part of these attempts; and without delaying your attention with these, I will briefly cite a few leading facts, which may be regarded as having been satisfactorily established, and which have driven

the navy departments of England and France into active rivalry in the construction of iron armed ships.

The resistance of iron plates fixed upon an unyielding surface to the direct action of heavy ordnance was first fairly tested by Mr. Stevens of New York, in 1845, and the results of his experiments proved that wrought iron plates one inch thick, thus supported could not be penetrated or injured by shells, and that the same iron six inches thick resisted all shot, and at every distance. Upon these data he commenced, but never completed under the patronage of the U. S. the construction of an iron floating battery for harbor defence.

His views and labors attracted much attention at that day in France and England, and in France particularly, they originated careful and detailed experiments. In 1853—54, France launched six iron-plated vessels; and though rude, and unfit for the duties of war ships, they proved to be formidable batteries. In October, 1855, one year after, Britain's crack line of battle-ships were so roughly handled and repulsed before Fort Constantine, without injury to the fort. Three of these batteries anchored within 800 yards of the strong position of Kintrum; which mounted 51 guns and 12 mortars, and reduced it in about forty minutes. Mr. Russell, the London *Times*' correspondent, who witnessed the affair, thus describes it:

"The floating batteries of the French opened with a magnificent crash at 9.30, A. M., and one in particular distinguished itself for the regularity, precision and weight of its fire throughout the day. The Russians replied with alacrity, and the batteries must have been put to a severe test, for the water was splashed into pillars, by shot all over them. The success of the experiment, (iron-cased batteries,) is complete. They were anchored only 800 yards from the Russian batteries. The shot of the enemy at that short range, *had no effect upon them*; the balls hopped back off their sides, without leaving any impression, save such as a pistol ball makes on the target in a shooting gallery.— The shot could be heard distinctly striking the sides of the battery with a sharp smack, and then could be seen flying back, splashing the water at various angles, according to the direction they took, till they dropped exhausted. On one battery the dints of 63 balls are visible against the plates of one side, not counting the marks of others which have glanced along the decks, or struck the edges of the bulwarks; yet all the damage that has been done to that vessel, is the starting of three rivets."

In 1857, France determined upon the construction of 10 iron-clad ships, vessels that should not only possess, in a superior degree, the speed and sea-worthy qualities of the finest vessels afloat, but upon whose impenetrable armor, the missiles of naval warfare should fail as harmless as a distaff upon a coat of mail.

The first of this class of ships was launched, and made her first cruise last summer; and her extraordinary qualities have attracted the attention of the naval world.

This ship, the "*Gloire*," is 250 feet long, by only 21 feet beam, and carries 38 rifled 50 pounders, her sides are constructed of iron, (or as it is alleged of steel,) 5.1 inches thick, and her ends of plates varying from 5.1 to 2.5.

A deck of wood and iron 18 inches thick, is thrown over her

guns, forming a perfect casemate throughout her length. The steering gear and capstan's port are placed in an iron redoubt on the upper deck; which is proof against the heaviest ordnance. Her engine is of 900 horse power, her speed  $12\frac{1}{2}$  knots, and greater than that of the fastest vessel of Britain. She is of course perfectly invulnerable to shell and hot shot, the two most destructive elements of naval warfare, and while rifled cannon may destroy wooden ships at 5,000 yards, they are harmless against her at a greater distance than 400.

The success of the "Gloire" has stimulated the naval energies of France, and the other nine vessels were to have been completed and launched about the 1st of May, 1861. The power of such a fleet carrying 300 rifled 50-pounders can hardly be estimated; but it seems to be admitted, that there is no sea castle, fortress, or defensive work in the British channel, that it could not demolish with comparative impunity. Eight-inch solid shot cannot penetrate their sides at a greater distance than 200 yards, while at double this distance, their guns are capable of breaching and levelling the heaviest walls of granite known to England's channel defences.

To meet this terrific power, it is already suggested that iron-cased forts, and artillery of 15, 20, and even 30 inches bore must be supplied, and this very suggestion admits the present superiority of ships over forts.

In addition to these ships, the French Minister of Marine has ordered the construction of 100 gun boats plated with iron.

England has been slow, but not idle, and is preparing to meet these formidable structures of France. Her experiments must be carefully made, and though her builders are yet uncertain, as to whether the French ships are plated with steel or iron, they have demonstrated the sufficiency of wrought iron.

In 1859, the Admiralty ordered the construction of four iron-clad vessels. Sir Richard Armstrong, the inventor of the celebrated gun, and whose opinions on such subjects are recognized wherever known, as authority, tells the late Secretary of War, Gen. Peel, "that if we can produce iron-cased vessels attaining anything like the same speed, and as sea-worthy as ordinary men-of-war, no other vessels will have the slightest chance against them." The imitations in the construction, character and capacities of ships from their earliest use, have kept pace with those in every other device of the genius of man; and though the "Glorie" is at this moment the leading war ship of the sea, and equal in power to an entire fleet of wooden vessels, plans have been already submitted to the British Government for a far superior vessel at an equal cost.

The Admiralty's call upon the genius of England in 1859, was responded to by thousands of naval constructors, bringing to the government a vast amount of information. Of all the plans submitted, that of Capt. Courtney Coles, of the Royal navy, has met with the most general approbation.

The cost of the "Glorie" cannot probably be estimated, as the French Government uniformly conceals, as far as practicable, all information upon their naval progress; but from the best information from reliable English sources, the cost in England of a frigate carrying a battery of six rifled 80-pounder Armstrong guns would not, when ready for sea, exceed (\$1,800,000) eighteen hundred thousand dollars.

This certainly seems to be a very large price to pay for a six gun ship, when we remember that the finest wooden screw frigates that float, carrying forty guns of the heaviest calibre, cost but half this amount. But no comparison of their relative values can be instituted, inasmuch as the most formidable wooden frigate would be powerless in a contest with such a ship; and the employment of iron-clad ships by one naval power, must compel every other to have them, without regard to cost, or to occupy a position of known or admitted inferiority upon the sea.

But it might be safely assumed, that even upon the basis of expenditure, the iron vessel would, at the end of five years active service, be cheaper, all other considerations being discarded, than the wooden frigate, as her crew would consist of but one fourth of the number, and the expenses incident to the crew be proportionally less in the former, than in the latter; and to this we may fairly add the further consideration, that the wooden frigate entails upon the country the obligation to pension for death and disabilities among a crew of 600 men in a highly destructible ship, whereas, the iron-clad while nearly indestructible herself, would afford almost immunity to her crew of about 150 men.

These facts are presented for your consideration. I regard the possession of an iron-armored ship, as a matter of the first necessity. Such a vessel at this time could traverse the entire coast of the United States, prevent all blockades, and encounter, with a fair prospect of success, their entire navy.

If to cope with them upon the sea, we follow their example, and build wooden ships, we shall have to construct several at one time, for one or two ships would fall an easy prey to her comparatively numerous steam frigates. But inequality of numbers may be compensated by invulnerability, and thus not only does economy, but naval success dictate the wisdom and expediency of fighting with iron against wood without regard to first cost.

Naval engagements between wooden frigates as they are now built and armed, will prove to be the forlorn hopes of the sea, simply contests in which the question, not of victory, but who shall go to the bottom first is to be solved.

Should the committee deem it expedient to begin at once the construction of such a ship, not a moment should be lost.

An agent of the department will leave for England in a day or two, charged with the duty of purchasing vessels, and by him the first step in the measure may be taken.

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Mr. CONRAD. I received the letter referred to, and thinking the suggestion contained in it important, I brought it to the immediate attention of Congress. It was referred to our committee, and the committee directed me to report a bill authorizing the purchase or construction in Europe of one or two iron-plated vessels, which bill was reported, and afterwards became a law. But I do not think that this letter said anything about rams—it referred solely to iron-plated vessels, in regard to

which, I did not know that Mr. Mallory expressed any opinion. He spoke of rams only.

*13th Question.* Were not the Warrior and Glorie, to which the Secretary called the special attention of Congress, iron-clad rams?

MR. CONRAD. I have no knowledge on that subject.

*14th Question.* At the time to which you refer for Mr. Mallory's disbelief in iron-clad rams, was he not having the Merrimac cut down and converted into an iron-clad ram with inclined sides, and was she not the first vessel ever constructed upon this plan in this Confederacy?

MR. CONRAD. I do not know at what time the Merrimac was commenced, nor at what time it was determined to make her a ram. I did not hear of her being a ram until long after I had heard that she was being covered with iron, and was somewhat surprised when I did hear it, owing to the opinion I heard Mr. Mallory express with reference to rams. This was some time after Mr. Stevenson recommended iron-plated rams.

*15th Question.* Did you read the report dated the 18th of July, of the Secretary of the Navy, submitted to Congress when it commenced in July, 1861? Was not the following passage in that report?

“The frigate Merrimac has been raised and docked at an expense of \$6,000, and the necessary repairs to hull and machinery to place her in her former condition, is estimated by experts at \$450,000. The vessel would then be in the river, and by the blockade of the enemy's fleets and batteries, rendered comparatively useless. It has therefore been determined to shield her completely with three inch iron placed at such angles as to render her ball-proof, to complete her at the earliest moment, to arm her with the heaviest ordnance, and to send her at once against the enemy's fleet. It is believed that thus prepared, she will be able to contend successfully against the heaviest of the enemy's ships, and to drive them from Hampton Roads and the ports of Virginia. The cost of this work is estimated by the constructor and engineer in charge at \$172,523, and as time is of the first consequence in this enterprise, I have not hesitated to commence the work, and to ask Congress for the necessary appropriation.”

MR. CONRAD. Of course I have read every report made by the Secretary of the Navy to Congress. I do not recollect the precise dates of any of these reports, nor do I recollect the particular passage referred to. Not having the report with me, I cannot state whether or not it was in it. But at all events the report will show.

*16th Question.* Did you not receive from the Secretary the following letter?

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, July 30th, 1863. }

Hon. C. M. CONRAD,

Chairman of the Committee of Naval Affairs,  
Richmond, Va.—

SIR: Herewith I hand you a plan for preparing immediate means afloat to oppose the descent of the enemy's boats upon New Orleans, together with the letter addressed to me by the Experts, to whom I submitted it, viz: Captains Ingraham and Hollins, Lieutenant Brook, of the navy, and Constructor Pierce.



I advise its adoption as the readiest, best, and most economical.

I also enclose you a printed slip, showing the character of the enemy's boats to be delivered at Cairo.

The sum of \$800,000 would probably cover the cost of this design, and if the tugs were purchased they could be sold upon the termination of their service.

Very respectfully, your obedient servant,

(Signed)

S. R. MALLORY,  
*Secretary of the Navy.*

Mr. C. As regards the letter referred to, I have no precise recollection of it. I recollect that a short time after I had taken action in this matter in Congress, I did receive a letter from Mr. Mallory upon the same subject. It is probable this is the letter referred to.

*17th Question.* Was not a special estimate of \$800,000, for the floating defences of New Orleans, submitted with this letter?

Mr. C. I have no recollection of it otherwise than as stated in the letter. It was the practice of the Secretary to send in estimates when he made a recommendation, and as that sum was appropriated that year for that purpose, I presume it was enclosed in that letter.

*18th Question.* Did you receive the following letter from the Secretary?

C. S. NAVY DEPARTMENT,  
Richmond, *July 30th, 1861.* }

Hon. C. M. CONRAD,

*Chairman of Committee of Naval Affairs,  
Richmond, Va.—*

SIR: Herewith I hand you the propositions of Ed. Gantherin & Co., of New Orleans, to construct in France, and deliver to the Government of the Confederate States, ships-of-war.

I have, together with Captains Barron and Ingraham, carefully examined them, and for reasons, having reference alone to the character of the enemy's vessels, I would invite your attention, and that of your committee, only to the class of two thousand tons; and should it be deemed expedient to provide for the purchase of these, they should be constructed about four hundred tons larger.

The terms are about sixty per cent. higher than such vessels have heretofore cost the U. S. Navy, but if the exigencies of the times, and the risks to be incurred by the contractors, be regarded, this will not be deemed extravagant.

I have the honor to be,

Very respectfully, your obedient servant,

(Signed)

S. R. MALLORY,  
*Secretary of the Navy.*

Mr. C. I have no recollection of the letter referred to. It is possible that this letter might have been sent to me. I recollect having had some conversation with the Secretary in reference to some one in New Orleans who proposed to construct or purchase vessels, but I do not

recollect the name referred to, nor have I any recollection of this particular letter.

*19th Question.* Were you not aware that from Montgomery the department had sent an agent throughout the Confederacy to find rolling mills, and means to produce iron-plates for building armed plated vessels?

Mr. C. No, sir, I have no knowledge on the subject.

*20th Question.* Can you state what vessels were then at New Orleans, and on the Mississippi river, prepared for action, under Capt. Hollins' command, at the time of your visit to New Orleans in October and November, 1861?

Mr. C. I have no recollection of any other vessels that were prepared for action at the time referred to, except two or three small tugs—the names of which I cannot recollect—carrying one or two guns. There was a large floating battery, constructed from a floating dock, which was in course of preparation. She was not, however, ready for action when I last saw her, having only about one-half of her armor on board. In common with every one else, I was struck with the slowness with which the preparations on her progressed. Possibly that might have been unavoidable. I would state that the iron-plated ram *Manassas* was then built, but she was then the property of the company that built her.

At this stage of the examination the Committee adjourned until Thursday next, the 19th inst., at 10 o'clock.

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THURSDAY, FEB. 19, 1863.

The Committee met at 10 o'clock. Present, Messrs. Maxwell, (acting Chairman,) Peyton, Barksdale, Boyce, Dupre and Semmes.

The cross interrogatories on behalf of the Secretary to the Hon. C. M. Conrad, were resumed as follows:

*21st Question.* Can you state what vessels and floating batteries were then being prepared for service, by construction, alteration or otherwise?

Mr. C. I have no knowledge, or, at least, no recollection of any vessels which were at that time being built or altered by the Navy Department, except the two iron-plated vessels at New Orleans, and two at Memphis; the *Habanna* and *Marquis de Habanna* were undergoing alterations, and the floating battery already mentioned.

*22d Question.* Were you not aware that the Department had sent, and was sending, large numbers of heavy guns to New Orleans, and that it was manufacturing shot and shell, and ordnance stores generally for and sending them there?

Mr. C. I know nothing about the manufacturing of shot and shell, or the sending of them there. I know that some heavy guns had been sent there to place on the floating battery already mentioned. That is all I know on this subject. I know this simply from the fact that I saw them on board the vessel and on the levy, preparatory to being put on board. This is all I know on this subject. I recollect that the preceding summer a committee of the city council of New Orleans

had been sent here for the purpose of procuring a supply of artillery for the land defences of New Orleans. We came on together, and I introduced them to the President and Secretary of War, and, I think, also the Secretary of the Navy, as the principal portion of the guns were to be supplied by the navy department, from the ordnance taken at Norfolk. The government complied to some extent, though not to the entire extent, with this requisition, and a number of guns were sent to New Orleans, principally, as I understood, supplied by the navy department, but not designed for vessels, but for land defences. There was a great deal of delay in despatching these guns, and I recollect that the *aid-de-camp* of General Twiggs, a very intelligent officer, Col. Higgins, came on here to expedite them. I introduced him to the Secretary of the Navy, who, I think, gave him a letter for the commandant at the navy yard at Norfolk to procure the guns; and Col. Higgins afterwards wrote me that they, or some of them, had been despatched. This is all I can recollect on this subject.

*23d Question.* Did you read the Secretary's report dated November the 20th, 1861, submitted to Congress when it convened in November, and if so, were not these passages in that report?

*“Iron-Clad War Steamers.*

“An appropriation for \$2,000,000 was made at the second session of Congress, per act No. 117, approved May 10th, 1861, to purchase or construct in France or England, one or more iron-clad vessels-of-war for the navy, and Lieut. James H. North, an officer of high standing in the service, was at once sent abroad to procure them if possible.

“He has found it impracticable to purchase such vessels as we require, and the department has commenced the construction of iron-clad vessels in our own country, and has stimulated the supplies of coal and iron for this purpose.

Iron-clad steamships capable of resisting the crushing weight of projectiles from heavy ordnance, must, at an early day, constitute the principal part of the fighting vessels of all naval powers, and the Confederate States, when relieved from the present urgent demands for army supplies, may rapidly construct, from the abundant material within their own limits, a formidable *iron* navy, a beginning of which has already been made.

“To secure iron for the covering, construction and ordnance of naval vessels, the department has contracted with Joseph R. Anderson & Co. and Messrs. Deane for a supply of all classes of iron, including ordnance and projectiles, required for the public service.

Mr. CONRAD. I, of course, read the report of November, 1861, but not having it now before me, and not having access to it at this moment, I recollect no particular passages contained in it. The report can speak for itself.

*24th Question.* Was not a special estimate of \$500,000 for the defences of the Mississippi river submitted in that report?

Mr. CONRAD. The report will speak for itself.

*25th Question.* Were there any other means in the Confederacy of rolling iron plates for ships than those employed by the Secretary?

Mr. CONRAD. I have no knowledge on the subject. I will say that

the means of obtaining rolling iron plates were limited, and that I was informed by the Secretary, either by his reports or in conversations, that there was difficulty in obtaining them.

*26th Question.* Did he not organize the rolling mill at Atlanta?

Mr. CONRAD. I have no recollection on that subject.

*27th Question.* You say that you brought the subject of the enemy's construction of iron clad vessels at St. Louis to the Secretary's notice, and that he thereupon showed you a Northern paper referring to them, with a wood cut print of one of them. Did not the Secretary then tell you that he had sent mechanics to work on these vessels, to ascertain their true character?

Mr. CONRAD. I recollect the Secretary's telling me that at that time he was endeavoring to ascertain more particularly their plan or build. I do not recollect that he mentioned the means he adopted for that purpose.

*28th Question.* Did not the Secretary call your attention to these ships in the letter before referred to, of July 30th, 1861?

Mr. CONRAD. That letter has been produced and speaks for itself. I will state, however, in addition to that matter, that since it was mentioned the other day, I am reminded that this letter was written after the conversation referred to, and one or two other conversations on the same subject. That it was also received by me after a resolution had been introduced in the House by myself, I think, or some other member of the Committee, calling the attention of the President to this subject. I found among my papers a message from the President to Congress, dated on the same day with the letter to me above referred to, which I now produce to the Committee. It is dated July the 30th, and reads as follows :

RICHMOND, *July 30th, 1861.*

*Hon. HOWELL COBB,*

*President of Confederate Congress, C. S. A.—*

SIR: I have the honor to acknowledge the resolution of enquiry of this date, in relation to hostile preparations for descent of the river Mississippi, and whether preparations for defence against such threatened attack have been made, with advice as to the mode of adopting a plan for that purpose; and in reply have to state, that the only information I have in relation to the described preparations for descent is derived from public newspapers and rumors; they had, however, such stamp of credibility as to induce to measures to repel the attack if attempted.

Estimates have been prepared by the Secretary of the Navy for means described in the accompanying report, and which, in conjunction with the land batteries constructed, and others devised, will, it is hoped, be adequate for the needful protection.

JEFFERSON DAVIS.

Mr. C., (continuing.) This letter is dated the 30th of July; but from the endorsement of Congress upon it, appears to have been received on the 31st. There is also another message from the President to Congress, enclosing resolutions from the Legislature of Tennessee, on the same subject, which was sent to Congress on the same day. It reads as follows :

EXECUTIVE DEPARTMENT,  
Richmond, July 31, 1861. }

Hon. HOWELL COBB, *President of the Congress*—

SIR: I herewith transmit to the Congress a joint resolution of the Legislature of the State of Tennessee, in relation to the defence of the Mississippi Valley.

JEFFERSON DAVIS.

*Joint Resolution on River Defences.*

Whereas, the defence of the Mississippi Valley against the enemies of the South is of vital importance, and believing that any available means should be adopted to prevent a hostile descent of the Mississippi :

*Be it therefore resolved by the General Assembly,* That we respectfully ask of the Confederate States that an appropriation of not less than two hundred and fifty thousand dollars be made, to be used in preparing floating defences for said river, at as early a day as practicable.

*Resolved further,* That the Governor be requested to forward a copy of this resolution to the President of the Confederate States, and ask that the same be laid before the Provisional Congress at its next meeting.

(Signed)

W. C. WHITTHORNE,

*Speaker of the House of Representatives.*

(Signed)

B. L. STOVALL,

*Speaker of the Senate.*

Adopted June 24th, 1861.

A true copy :

J. E. R. RAY, *Secretary of State.*

*29th Question.* You refer to delay in constructing the Mississippi by the Messrs. Tift, and say that one of them told you in New Orleans that he had been waiting ten days for timber. Were you aware that the timber of which the ship was built could not be had in New Orleans, but had to be cut from distant forests expressly for the vessel ?

Mr. CONRAD. I know nothing on this subject, except what I learned from Mr. Tift, which was that he did not have the timber at the time, and that he was waiting for it. I think it probable that a large portion of it, at least, might have been found at the time in the extensive ship-yards in New Orleans, particularly as I was informed by the proprietors of one of them, that a great deal of the delay attending the building of these ships would have been avoided if they had been built at one of the established ship-yards of the city.

*30th Question.* Have you any personal knowledge of the dimensions or tonnage of the ship, the quantity of timber consumed in her construction, and how it had to be obtained, the number of men employed, the work necessary to be done—whether they worked nights or Sundays, and the time employed in her construction ? If so, state your personal knowledge as precisely as you can.

Mr. CONRAD. I have no knowledge of the dimensions or tonnage of the ship, or of the quantity of timber consumed in her construction, or how it is to be obtained, or of the number of men employed, or of the

work necessary to be done; but I do know that they did not at the time referred to, work at night or Sundays, because it was a matter of surprise and complaint among the citizens that they did not work at night and on Sundays, and that on my arrival here I suggested, as I have stated to the Secretary, that an order should be issued that the men should work on nights and Sundays, and he assigned as a reason for not giving such an order, that it would shock the religious sensibilities of the people. I have no knowledge of the time employed in their construction, except that the contract was made some time I think in August, 1861, and that she was not finished on the 25th of April, 1862, when she was destroyed.

*31st Question.* Do you know of even a single instance from the commencement to the end of the work on the Mississippi, in which any man refused to work on account of any failure to pay him, or from an apprehension that he would not be paid?

Mr. CONRAD. I have no means of information on that subject, knowing none of the workmen, and having no opportunity for conversing with any of them. But I was informed by respectable gentlemen that it was quite a common thing at that time to see a notice stuck up at the office where the payments of the navy department were made, that there were no funds on hand, or something to that effect, and that in consequence of this want of punctuality in the government, there was difficulty in procuring workmen, and that, as I have already stated, a deputation was sent on here to make remonstrances to the government on that subject.

*32d Question.* Do you know the quantity of iron required for her armour, of the difficulties of preparing it, and how it was obtained?

Mr. CONRAD. I don't know anything of the quantity of iron required for her construction. I do know that Mr. Mallory stated in his reports that there had been a difficulty, as I have already said, in obtaining the iron for naval construction generally. I understood that the iron for this particular vessel was obtained at Atlanta, Ga. I have been told also, that at a slight cost, rolling-mills might have been established at other foundries. Whether this be correct or not; I do not know.

*33d Question.* Do you personally know or can you state upon any reliable authority, from the beginning to the end of the work on the ship Mississippi, that there was a single instance of failure to meet and pay every bill against her punctually?

Mr. CONRAD. I have no knowledge upon this subject, and could have none except from hearsay. I will add here, however, that it was a matter of surprise and remark that the Tifts were supplied with funds when the contractors and employees for the navy department could not obtain them. The remarks I have made about the want of punctuality in paying the workmen of the navy department, were therefore not intended to apply to the Mississippi, but to the other work of the department in New Orleans, particularly the Louisiana, that was being built at the same time under contract.

*34th Question.* Do you know of a single case in ship-building throughout all time, in which an equal amount of labor and skill in the construction of a vessel has been performed in the time consumed in building the Mississippi? If so, state the case.

Mr. CONRAD. I have no knowledge whatever in regard to ship-building. I therefore cannot answer the question.

*35th Question.* You said you recommended that work should go on on Sundays, and that the Secretary thought it would shock the religious sensibilities of the people, &c. Was not the work on the Mississippi carried on on Sundays and at night, whenever night work could be advantageously used?

Mr. CONRAD. I understood that at a later period than the one I have referred to, and long after the above conversation with Mr. Mallory took place, the city authorities at New Orleans adopted measures to have the work proceed at night and on Sundays; but this took place, I believe, but a short time before the capture of the city, and when the public had become very much alarmed and indignant at the slow progress of the work on these vessels.

*36th Question.* Was not the work on the Virginia at Norfolk, and the Richmond at Richmond, and the Atlanta at Savannah, conducted on Sundays as well as week days, and were not night gangs organized for work, whenever they could be advantageously used?

Mr. CONRAD. I know nothing on the subject. I will add, if it be true that they did work on nights and Sundays, it is very extraordinary that this plan was resorted to so late in New Orleans.

*37th Question.* You say that you called on the Secretary in November, 1861, and told him there was great delay in the progress of the work on the Mississippi at New Orleans, &c., and that you suggested the most energetic action, &c. Did you suggest to the Secretary any means of expediting the work, and if so, state them?

Mr. CONRAD. I have already stated that I suggested the working on Sundays and at night; also that I suggested the propriety of more prompt payments of the workmen. I also told him that it was the opinion generally—though I had no personal knowledge on the subject—that the work was not pushed on with the energy and promptitude that the emergency required. I have no recollection of any other suggestion.

*38th Question.* Have you any knowledge of John Hughes & Co., of New Orleans, and if so, what was their standing as shipbuilders?

Mr. CONRAD. I know there is a ship building concern of that name in New Orleans, of long and I believe respectable standing.

*39th Question.* You refer to a highly respectable merchant, of New Orleans, Mr. Wm. Henderson, who was a member of a deputation from New Orleans? Where is Mr. Henderson now? State, if you can, where he is to be found?

Mr. CONRAD. Mr. Henderson, when I last heard from him, was in New Orleans. I presume he is there now. He is a man advanced in years, in bad health, and not fit for military service.

*40th Question.* You refer to the surprise of "every body" in New Orleans, that the shaft of the Mississippi was being made at Richmond. Do you know how many shafts the Mississippi had?

Mr. CONRAD. I do not.

*41st Question.* Could the shaft have been made in New Orleans?

Mr. CONRAD. I was told that all that was requisite for that purpose was the erection of a trip-hammer, and that that could have been erected at small cost and little delay. I have no personal knowledge on this subject however.

*42d Question.* Would the Secretary have been justified in relying upon New Orleans for this shaft?

Mr. CONRAD. I have no knowledge on the subject, except as stated in the foregoing answers.

43d Question. Would he have been justified in attempting to make it any where but where he did?

Mr. CONRAD. I think if it be true that it might have been made in New Orleans by putting up a trip-hammer, that that trip-hammer might have been made, and the shaft ready before the vessel was ready to receive it; and in that event, he would not have been justified in making it any where else, in consequence of the delay and uncertainty of transportation. But on this subject, I have no personal knowledge whatever.

44th Question. Do you know how the shaft was made?

Mr. CONRAD. I have no knowledge how it was made.

45th Question. Have you any personal knowledge on the subject?

Mr. CONRAD. I have not.

46th Question. You refer to the 100 "small gun boats" or "floating gun carriages" which Congress ordered to be built upon the plan and recommendation of Com'r. M. F. Maury. Was the Secretary not called upon by you, as chairman of the naval committee, to furnish an estimate for these vessels? And did you not address the following letter to the Secretary of the Navy:

COMMITTEE ON NAVAL AFFAIRS, }  
December 9th, 1861. }

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: The enclosed communication from Com'r. Maury to the Virginia Convention, was presented by one of the Delegates from that State to Congress, and was by the latter referred to this committee.

I am directed by it to request that you will, at your earliest convenience, cause an estimate to be prepared of the cost of 100 vessels of the description and size recommended by Com'r. Maury, and to transmit the same to this committee.

The committee would also be glad to receive any remarks or suggestions you may deem proper to make in regard to the plan proposed by Com'r. Maury.

Very respectfully,  
(Signed) C. M. CONRAD, *Chairman.*

Mr. CONRAD. I have no recollection of the particular letter referred to; but I do recollect that the committee had Com'r. Maury's plan under consideration when it was referred to it by Congress, and that I was directed to submit it to the consideration of the navy department, for such suggestions as it might make; and it is very probable this is the letter which I addressed to him on that subject.

47th Question. Were you aware that the Secretary, on learning of the passage of the resolution of the House, without awaiting the action of the Senate, addressed the following letter to the President:

C. S. NAVY DEPARTMENT, }  
Richmond, March 29th, 1862. }

THE PRESIDENT—

SIR: I have the honor to call your attention to the following resolution among others, adopted by the House of Representatives on the 17th instant:



“ *Resolved*, That in the opinion of this House, it is of the utmost importance that this government should construct, with the least possible delay, as many small iron-clad rams as practicable, and particularly one or more at each of our seaports.

“ That if the building of iron-plated vessels is seriously retarded by the building or preparing to build, the gun boats authorized by the act, entitled, An act to authorize the President to cause to be constructed a certain number of gun boats, approved December 24th, 1861, the President is authorized to suspend wholly, or in part, the execution of said act.”

This resolution indicates that the appropriation of \$2,000,000 appropriated for the gun boats referred to, be expended upon building iron-clad vessels; and I suggest for your consideration the expediency of completing those vessels, already commenced, according to the original design; but of making iron-clad gun boats of the others as far as the appropriation will allow.

Fifteen of these boats have been commenced—these vessels cannot advantageously be plated—but will be serviceable as originally designed.

With much respect, your obedient servant,

(Signed)

S. R. MALLORY,  
*Secretary of the Navy.*

Mr. CONRAD. I am not aware of any such letter.

48th Question. You refer to certain circumstances resulting in a statement made by you to Congress, and say that your recollection was different from that of the Secretary as exhibited in a note to you, which you also give, and that Mr. Memminger concurred with you, &c.—State whether you did not receive from the Secretary, the following letter of July 31, 1861, upon this subject, and calling your special attention to the action of the Treasury upon the act of May 10th, 1861:

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, July 31st, 1861. }

Hon. C. M. CONRAD,

*Chairman of the Committee of Naval Affairs,*

*Richmond, Va.—*

SIR: Please obtain authority to transfer \$600,000 of the appropriation of \$1,100,000, made by act No. 89, to the debit of the appropriation of \$1,000,000 made by Act. No. 116. My report explains the reason, and I give a further explanation in my letter to you of this date.

Very respectfully, your obedient servant,

(Signed)

S. R. MALLORY,  
*Secretary of the Navy.*

Mr. CONRAD. I did not say that the Secretary of the Treasury concurred with me in anything, but simply that he expressed surprise in reading Mr. Mallory's letter, in which it was stated that the Treasury department had declined paying the appropriation for the building of vessels abroad. As to the letter referred to in the question, it is impossible that I could recollect it after such a lapse of time. It is possible, however, that such a letter was received by me. I have an indistinct recollection that on some occasion Mr. Mallory asked that a law should

be passed, authorizing the transfer of one appropriation to another, but do not recollect the particular item to which the law was to refer.

*49th Question.* Did you receive the following letter of 31st July, 1861:

“ CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, July 31st, 1861. }

*Hon. C. M. CONRAD,*  
*Chairman of the Committee of Naval Affairs—*

SIR: Act No. 89, approved March 15, 1861, appropriated “for the probable cost of ten steam gun boats for coast defences of Confederate States, to be built or purchased, as may be most convenient, \$1,100,000,” and act No. 116, approved May 10th, 1861, appropriated “to send an agent abroad to purchase vessels and arms,” \$1,000,000.

The last appropriation the Secretary of the Treasury could not provide for, and the funds required to be sent abroad to purchase vessels, \$600,000 had to be taken from the first appropriation.

I have called upon the Treasury department to transfer this \$600,000 to the debit of the last appropriation, and the Secretary thinks that the action of Congress is necessary under act No. 124. I supposed, that as these branches of expenditure were identical, and not “different branchess” in the words of the law, no such action was necessary.—But as the case is a simple one, you will please consider it as early as practicable, as the money is needed.

With much respect, your obedient servant,

(Signed)

S. R. MALLORY,  
*Secretary of the Navy.”*

MR. CONRAD. I recollect having received a letter on this subject from the Secretary, and I presume this is the one referred to. I will here state that the committee has no clerk, and that no regular record of its proceedings have therefore been kept. A large portion of the papers were deposited with the Provisional Congress, and deposited with the clerk at the end of that Congress.

*50th Question.* Was not the following passage in the report of the Secretary of July 18, 1861:

“The two acts of Congress, Nos. 116 and 117, approved on the 10th day of May last, authorized the expenditure of three millions of dollars for certain objects, including the purchase of an iron clad or armored war ship; but no money was supplied in the general estimates to meet these expenditures, and the operations of the department in the purchase, construction, equipment, &c., of vessels, has been circumscribed to and confined to the sum of one million one hundred thousand dollars, appropriated by the act of 15th March, 1861. Of this sum I placed \$600,000 at once in England, and dispatched agents abroad to purchase gun boats; and the balance \$500,000, only, has been available to purchase and equip vessels for coast defence.

“With this sum, there has been purchased the following steamers: Sumter, McRea, Jackson, Lady Davis, Savannah, Sampson and Resolute, and the balance on hand from this appropriation is \$140,000.”

MR. CONRAD. I have not the report before me, and do not recollect the passage referred to. I will add, that if there was such a passage in the report it was incorrect, as it appears by the books of the treasury

that the money appropriated by these acts was paid on the order of the department, and some of it before the date of the report referred to.

*51st Question.* State the time, as nearly as you can, when you suggested to the Secretary the removal of the Arkansas to the Yazoo river for completion.

Mr. CONRAD. I cannot fix the time with any more precision than I have done, in stating that it was either at the time when the intelligence led us to suppose that the fortifications at Columbus would be taken, or immediately after the intelligence reached here that it had been evacuated.

*52d Question.* Was it not generally supposed in New Orleans that an attack on the city was more imminent from above than from below it?

Mr. CONRAD. Many people apprehended more danger from above; but others, among whom I was one, had no confidence whatever in the ability of the forts to prevent the passage of steamers. That was the opinion of Gen. Beauregard, of Commodore Rosseau, Commodore Ingraham, Commodore Tatnall and Commander Semmes, who at the first meeting of the Provisional Congress, were summoned to Montgomery by the Naval Committee; and who gave their opinions in writing, that if a small number of steamers, 8 or 10, were to attempt to pass the forts, even with a complete armament, a great number, if not all, would do so with safety, unless means were adopted to retard them. This was the opinion of Major Chase, formerly of the engineer corps, who concurred in this report—and the report was laid before the President immediately after his inauguration. Many, however, perhaps the greater number, looked with most apprehension to the iron plated steamers, which, it was known, were being prepared at St. Louis for a descent on New Orleans.

*53d Question.* You say that while you were at Montgomery it became necessary to send an agent abroad to purchase arms and munitions of war, and also to make arrangements for the building of some vessels there. State who was to send this agent, who the agent was, and when he left the Confederate States on his mission, as nearly as you can.

Mr. CONRAD. I thought I had stated that the agent was sent by the navy department. I think it was Lieut. North. I think he must have left the Confederate States some time during the latter part of May.

*54th Question.* You say you urged upon the Secretary the propriety of expedition in sending an agent abroad. State, as nearly as you can, what delay occurred to induce you so to urge.

Mr. CONRAD. I cannot state the delay; all that I recollect on the subject is, that after I had known that an officer of the department had been selected by Mr. Mallory to go on this mission, and when I supposed he had already departed, I accidentally met him in the navy department, and expressed my surprise that he was still there, and he gave the answer I have already mentioned. I was impatient that the agent should go abroad, because that great delay had occurred already in procuring arms and military and naval supplies from Europe.

*55th Question.* Did not the navy department, in anticipation of the authority of Congress, have its instructions ready before such authority was given, and did not the Secretary of the Navy deliver his instruc-

tions to purchase arms, munitions of war, &c., to which you refer, and to buy or build vessels, to the agent selected for this purpose, and start him upon his mission the day after the authority of Congress was given?

Mr. CONRAD. I know nothing of the instructions. All that I know is, that the agent referred to did not leave Montgomery until some time after the passage of the law. What the Secretary means by authority given, I do not know.

The Committee then adjourned until to-morrow at 10 o'clock.

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FRIDAY, FEB. 20, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Semmes and Peyton.

Mr. E. C. MURRAY having been sworn, the following questions were put to him by Mr. SEMMES, on behalf of the Secretary of the Navy :

*1st Question.* Were you the contractor for the construction of the iron clad vessel Louisiana?

Mr. MURRAY. Yes, sir.

*2d Question.* State when you commenced the construction of the vessel and where?

Mr. MURRAY. About the 15th of October, 1861, at New Orleans.

*3d Question.* State your arrangements for timber for her construction, where it was obtained, and the quantity used.

Mr. MURRAY. I made arrangements for timber before I left Richmond with Mr. McRae. By the time I got to New Orleans the Florida coast was cut off by the blockade. I then made contracts at Lake Pouchatrain with W. W. Cary and the New Orleans and Jackson railroad at New Orleans also. The quantity used was about 1,700,000 feet.

*4th Question.* State your arrangements for the engines, boilers, &c., with whom you contracted, the time occupied in their construction, &c.

Mr. M. I bought the steamer Ingomar, and transferred her machinery to the Louisiana. I contracted with McClane to make the transfer, and contracted with Kirk to build me two propellers and two propeller engines. Not being able to get them any where else, I applied to Leeds to construct them, but he would not touch them. They were engaged in removing the machinery from the Ingomar to the Louisiana about two months, and about the same time building her propeller machinery.

*5th Question.* State your arrangements for the iron for plating the vessel, how it was obtained, and how much was used?

Mr. M. I bought about 500 tons of railroad iron that was sequestered by the government at Algiers. I bought this from a man, I think named Wadley, who was president of the Vicksburg and Shreveport road. This iron was purchased for that road, and Commodore Hollins, I believe, told me it belonged to alien enemies, and that I would have no trouble in getting it. I bought 500 tons, at \$65 a ton, and used it upon the vessel, and about 30 or 40 tons were left.

*6th Question.* State whether the mechanics and others employed on the vessel worked on Sundays?

Mr. M. They did about two-thirds of the time. This was partly at my instance and partly at the instance of the Secretary of the Navy.

Mr. SEMMES. What time was it at the instance of the Secretary of the Navy?

Mr. M. I think about February; though I was repeatedly urged by the Secretary to use all diligence in forwarding the work. At sometimes there was no advantage in working on Sundays. The lumber was being discharged on Sunday to enable the men to commence work on Mondays; and in that way we gained some advantage in the way of time.

*7th Question.* State whether you were at any time offered by the authorities or people of New Orleans, the committee of safety, or the Governor of Louisiana any assistance of any kind to build the vessel; and if any, what assistance?

Mr. M. I have never received any assistance from the Governor. The committee of safety frequently offered me any assistance that they could render; but they could do nothing more than I could do, except in getting the iron for me, which they assisted in doing. After I succeeded in getting the iron referred to, it was not decided to whom it belonged. It was decided to give the money for it to Commander Mitchell, I believe. I applied to Governor Moore and Gen. Lovell and Capt. Mitchell for it, but could not get it from them. I complained about the matter to some of the committee of safety—Mr. Davis, I believe. I told them the iron was there, and that I was ready to pay for it, but could not get it. They told me go and take it, and they would back me up with 2,000 muskets, if necessary. Mr. Wadley came to me, hearing I was about to take the iron, and I remarked to him that I was acting under the authority of the vigilance committee in demanding it, and Mr. W. told me to take it. That was about all the assistance the committee gave me. They offered me assistance frequently, and I recollect remarking to them at one time that Kirk was slow with the machinery, and requested of them to urge him on. I got exemptions for the men I had employed, and will say that the committee were ready at all times to give me any assistance I needed.

*8th Question.* State whether at any time you were offered any assistance by the general commanding the military forces; and if any, what assistance?

Mr. M. None at all. Gen. Lovell was in command, and I do not remember speaking to him but once. That was when my machinery was behind hand, and my engineers were arrested for parade. I spoke to him to have them returned and exempted from drill, which was done. He gave the orders for their exemption, but they were, nevertheless, at different times afterwards, interfered with by the captains of the different companies.

*9th Question.* Was the work upon the vessel at any time interrupted during its construction; and if so, from what cause—state the circumstances fully? What course did the Tifts adopt to get mechanics when the men struck for higher wages?

Mr. M. The first interruption I had was about two or three weeks after I commenced the vessel. There was a general strike among all

the ship-carpenters for higher wages, and my men were compelled to knock off work and join in the strike. I asked my men to remain at work, and I would abide by whatever result followed; that if the wages was increased as a result of the strike to \$4 or \$5 a day, I would pay it. They kept on at work after this assurance was given. The next day 40 of the strikers came up and threatened to throw the tools in the river if my men did not knock off. They staid about the river, and the procession increased before long to six or seven hundred. We had to knock off for about four or five days. This was the first interruption. There was also some detention on the lake side; the schooners having had to lay up. I was also detained for iron, my supplies from Cumberland river iron works through W. Folger & Co., having been cut off. I made a contract with him to supply me, but he was unable to execute it, because of the presence of the enemy at that point. I had to go up and down and buy fence rails. I sent off to Baton Rouge for that purpose and was detained two weeks after I was ready to put on the railroad iron before I could get it. I was promised it by Commodore Hollins, but it was after two weeks detention that I succeeded in getting it. As I have already said, I applied to Gen. Lovell, Gov. Moore and Capt. Mitchell, to procure it for me, but without success. Gov. Moore said the Legislature ought to give it, but no steps were taken to that end. The safety committee ultimately gave it to me.

The Tifts took about the same course in regard to getting mechanics after the strike that I did. Their men had to knock off in the same manner that mine had. After this the strikers held a meeting at Algiers, and Mr. Tift sent Mr. Pearce, the naval constructor over to it, and he proposed to them to give the wages they were demanding if they would come to work. He got probably 200 of the best men that were there; and immediately after he had done this, I got the balance of the men I needed by paying the same wages.

*10th Question.* Were the mechanics and others employed by you ever stopped from work because they were not paid?

Mr. M. Never, sir. I paid them every Saturday night regularly.

*11th Question.* Did any delay arise from default on the part of the navy department to make payments under your contracts as they became due?

Mr. M. No, sir. There was no delay. I was once considerably in advance of my payment by the department, but I got the money I wanted from individual sources, and some aid from the banks.

*12th Question.* State fully the causes of the delay in completing the vessel within the contracted time.

Mr. M. The causes I have already stated. In addition to these I would state, that a detention of four or five days was caused after we were getting along very well, because of an alteration made at the instance of Capt. McIntosh in the port holes. After the fight of the Merrimac in Hampton Roads, the port holes, it was ascertained, were better on the oval principle than as they were originally shaped in the Louisiana. This caused a detention of four or five days in addition to the detention caused by the difficulty in getting iron, wood, &c., to which I have already referred. The greatest detention was caused by the men striking, military parades, and the enlistment of many of the men in the army.

Mr. SEMMES. Did the men strike more than once?

Mr. M. No, sir.

*13th Question.* What efforts did you make to obtain mechanics to work upon the vessel, and were you successful?

Mr. M. I made every effort that a man could make to get all the mechanics in the country not otherwise engaged. I made applications for exemptions and succeeded. I got some men from Memphis, and some from the Tifts on two occasions. One of those occasions was when the river was rising as I was prepared to launch. I got at that time 50 or 60 men from them to finish up. This was, I think, about the last 30 days before the fall of New Orleans.

*14th Question.* Did you receive any assistance from Messrs. Tift—and if so, state the circumstances?

Mr. M. I received assistance in the way of men as I have already stated. I got at different times some iron from them that I could not get elsewhere. The first assistance I received from them was about the 20th of March; and from that until about the 20th of April they assisted me betimes. I borrowed some materials from them, and returned them again when my supplies were received. We rendered mutual assistance in fact, for I lent them whatever I had, and they needed, and in that way helped each other along.

*15th Question.* Were you not repeatedly urged by the department to complete the Louisiana in the shortest possible time—and did you not make every effort to do so?

Mr. M. I was so urged, and made every effort that was possible to be made. Capt. Mitchell, who was then in charge of the station remarked to me, that he was directed by the Secretary to urge me on with the completion of the vessel. He came to me and said if I did not go on more rapidly, he would take the vessel in charge and get her along himself. I told him to take her in charge, and that I would assist him in every way in my power if he could get along faster.

*16th Question.* Are you a practical ship-builder? state your experience in this respect, and how many vessels have you built, and who endorsed you as such to the navy department?

Mr. M. I have been a practical ship-builder for the last 20 years, and have been contracting for the building of ships for the last 18 years. I have built about 120 boats—steamers and sailing vessels. I was endorsed to the department by Gen. Polk and Col. De Russey. That was my first endorsement. My second endorsement was by Judge Campbell, of Paducah, and Judge Hopkins, of Alabama. I went to Montgomery and submitted a plan of a vessel to the department last April twelve months. I furnished the plan of the Merrimac, though by some jerimy diddling it is attributed to Lieut. Brooke. Judge Campbell gave me a letter of introduction to Judge Hopkins, and from him I received a letter of introduction to Mr. Mallory. After that when it became certain that the Federals were building vessels on the Ohio, Gen. Polk, knowing the necessity of building boats on our side, solicited me to come and build boats of some kind to meet those on the Ohio river. That was the extent of my endorsement.

*17th Question.* Do you know anything of the construction of the Mississippi? If so, state your opinion of the manner in which the work was conducted in her construction?

Mr. M. There was but a single fence between the two yards in which the Mississippi and Louisiana were constructed—and we were continually back and forward from one yard to another. I think the vessel was commenced about three weeks before I commenced mine, and was not quite finished at the time of the fall of the city. She was worked up as fast as it was possible to work her. I think the vessel was built in less time than any vessel of her tonnage, character, and requiring the same amount of work and materials, on this continent. That vessel required no less than two million feet of lumber, and I suppose about 1,000 tons of iron, including the false works, block ways, &c. I do not think that amount of materials was ever put together on this continent within the time occupied in her construction. I know many of our naval vessels requiring much less materials than was employed in the Mississippi, that took about six or twelve months in their construction. She was built with rapidity, and had at all times as many men at work upon her as could work to advantage. She had in fact many times more men at work upon her than could conveniently work. They worked on nights and Sundays upon her as I did upon the Louisiana, at least for a large portion of the time.

Mr. SEMMES. Was it reasonable to expect the completion of such a vessel under six months?

Mr. M. No, sir. If there had been no other vessel building except the Louisiana and Mississippi, we could finish them a little sooner than we did. If there was no blockade to prevent lumber from coming in, and all the iron to be obtained that was necessary, and no interruptions to the men, I could complete my vessel in six weeks less time, and I suppose the Tifts could have done the same, or perhaps in less time. They plated her with roll plates, and of course there was considerable time lost in getting it.

*18th Question.* State whether, in your opinion, the work on the Mississippi was prosecuted with energy, zeal and ability?

Mr. M. I think it was. I think the work was prosecuted with as much zeal and ability as possible. There was some little alteration made in the vessel in the course of her construction, a matter not to be wondered at, because she was entirely a new idea. She was the first iron plated vessel built in the Confederacy except the Merrimac, and some alterations were necessary to be made.

*19th Question.* State whether, in your opinion, all the mechanical and other appliances afforded in the city of New Orleans within reach of the builders, were not used to the best advantage in the construction of the Louisiana and Mississippi?

Mr. M. I had all the appliances possible for me to get. I think the Tifts had the same. I know they put up saw mills for cutting lumber, drills for drilling iron bolt. They had Leeds, McCann and Kirk to work for them, and I had the same firms to work for me. I always found one or other of the Tifts at these foundries to get his work done; and as our work was similar, I used to be under the impression that the work I saw there was intended for me, but I found it was the Tifts.

*20th Question.* Do you know John Hughes & Co., ship-builders at New Orleans? What is their standing as builders?

Mr. M. I have known John Hughes & Co. for 18 years. His standing always has been that of a good builder. He has been building and repairing vessels in New Orleans for 18 years to my knowledge.



*21st Question.* Were they constructing the gun boat Livingston at New Orleans whilst you were constructing the Louisiana? If so, state the time consumed by them in her construction as near as you can?

Mr. M. The Livingston was launched when I commenced the Louisiana. She was finished, I think, about six weeks before I finished the Louisiana. How long she had been on the stocks before I went to New Orleans, I cannot state; but from the fact that she was launched when I went there, she must have been on the stocks about three months before. I think they were finishing her about eight months.

*22d Question.* State the difference between the Louisiana and Livingston in size, material, and labor of construction?

Mr. M. The Livingston was only 180 feet long and 40 feet beam. The Louisiana was 264 feet long and 62 feet beam. The Louisiana had a heavy shield and house in her, the Livingston had none. The Livingston required for her construction from 200 to 250 thousand feet of lumber; the Louisiana about 1,700,000. The Livingston was not iron shielded, the Louisiana was. The labor to construct the Livingston would be about one to four of that required for the Louisiana. The Louisiana would take about four times as long to work her as the Livingston would.

*23d Question.* How did the work in the construction of the Louisiana and Mississippi compare with other ship building generally at New Orleans?

Mr. M. I think it was about the quickest work ever done there. There were two boats built—one by John Hughes & Co., on the Bayou St. John, and the other by Sidney D. Porter, as naval constructors. These boats were called the Bienville and the Carondelet. They were partly in frame when I went to New Orleans. They would compare with the Louisiana as about one to four. They are about the same size of the Livingston—they are longer, not as wide.

Mr. SEMMES. Was there not great pressure brought to bear upon yourself and the Tifts by public sentiment, to use every possible energy to complete these vessels?

Mr. M. Yes, sir.

Mr. SEMMES. The other vessels were of minor importance?

Mr. M. The Bienville and the Carondelet were regarded as of most importance next to the Mississippi and Louisiana. These two were considered the most formidable of any next to them. A suggestion was made by the committee of safety to urge the work on the Mississippi and Louisiana along. These were the only parties that said anything to me on the subject of urging on the work. They offered me every assistance, as I have already said, but there was no assistance they could render, except in the instance to which I have referred—that of procuring the iron for me.

Mr. SEMMES. Did you ever work at night on this vessel?

Mr. M. Yes, sir.

Mr. SEMMES. When did you commence working at night?

Mr. M. About 20 or 40 days before the completion of the vessel. That was the only time that we could work at night to advantage. We had at that time the shield on, and could therefore keep lights for the men to work by.

Mr. SEMMES. When did you commence working on Sunday?

Mr. M. About four weeks after the commencement of the vessel.

Mr. SEMMES. Did they work on Sundays on the Mississippi?

Mr. M. Yes, sir.

Mr. SEMMES. When did they commence to work on her on Sundays?

Mr. M. About two Sundays after I did.

Mr. SEMMES. Did you submit any proposition to Leeds & Co. for the construction of the machinery for your vessel?

Mr. M. I did, sir. I went there for the purpose of getting them to construct my propeller machinery, which was the part I wanted. The other part I was to furnish under my contract in second hand machinery, to be obtained from some steamer. I found, however, that Leeds & Co. were overtaxed with work, and could not undertake the construction of the machinery for me.

Mr. SEMMES. At what time was this?

Mr. M. About the 1st of February or the middle of January.

Mr. SEMMES. Is not Leeds & Co.'s foundry the largest in New Orleans—and are they not considered the wealthiest men in that business there?

Mr. M. I think so. They have most facilities to do work; but they were overtaxed with work at that time, doing government work, and it was impossible for them to take my work in hand.

Mr. SEMMES. How many shafts had the Louisiana?

Mr. M. Four, and four engines.

Mr. SEMMES. What was the size of the shafts?

Mr. M. The size of the two main shafts was 13 inches diameter, and about 24 feet long.

Mr. SEMMES. Who made them?

Mr. M. They were built by Roach & Long, of Louisville, Kentucky. These were the ones transferred from the Ingomar. The other two were built by Kirk of New Orleans. The two propeller shafts were wrought iron, 6½ inch diameter, and about 18 or 19 feet long.

Mr. SEMMES. Had you any difficulty in getting shafts constructed in New Orleans?

Mr. M. I had some. I don't know that I had any difficulty in regard to the two built by Kirk, from the fact that I got two wrought iron shafts there. After I heard they belonged to Kirk, he had a tilt hammer constructed, by which means he succeeded in drawing them out and adapting them to my purpose. The only difficulty I had was to get him to get along with the work.

Mr. SEMMES. When were these shafts completed and delivered to you?

Mr. M. They were put in the vessel about a day or two before she went down to the forts. They were delivered to me about the 19th or 20th of April, but were not put in the vessel until a day or two before she went down.

Mr. SEMMES. Were there no facilities at Leeds & Co., or any other foundry to make shafts?

Mr. M. Not at that time.

Mr. SEMMES. At what time do you mean?

Mr. M. At the time I got my shafts. There was no tilt hammer

there at the time. Clark put up one afterwards, and he forged the two main shafts. That was about six weeks or two months before the fall of New Orleans.

Mr. SEMMES. So that before Clark erected his hammer, there was no means in New Orleans to construct new shafts for either of these vessels?

Mr. M. For my vessel there was. Her shafts were smaller than those used for the Mississippi. There was a tilt hammer that was sufficient to make the shafts for the Louisiana, but none of sufficient capacity to make shafts for the Mississippi. There was no iron, moreover, available for shafting for these vessels, other than the two shafts I found belonging to Kirk.

Mr. SEMMES. Were you down to the forts?

Mr. M. I was there the night of the 24th of April.

Mr. SEMMES. On what vessel?

Mr. M. On the transport Illinois, to carry some supplies—and just as we were about landing the attack commenced.

Mr. SEMMES. Were you captured?

Mr. M. No, sir; we came back to the city. We had no guns to fight with, and the vessel was moreover very frail.

Mr. SEMMES. When did you leave the city?

Mr. M. The following Monday—the 28th of April. We crossed over the Lake to Madison.

Mr. SEMMES. Did you see the destruction of the Mississippi?

Mr. M. No, sir. I was down the levy, on Canal street, when she was destroyed, setting fire to cotton and molasses. The last thing we did was to set fire to the Wm. Morrison, to prevent her falling into the hands of the enemy, which she would have done had we not destroyed her.

Mr. SEMMES. How many steamboats left the city to go up the river after you came from the forts?

Mr. M. I think half a dozen. Capt. Leatham went up with the Natchez. The Fall City, the Potomac, the Quitman, and I think a number of others, whose names I do not remember, also went up.

Mr. SEMMES. What did they carry off?

Mr. M. A good many ladies, some officers, and some ordnance stores. The Fall City left the morning the Federals got there, about 10 o'clock, with nothing on board.

Mr. SEMMES. Was she a large and powerful steamer?

Mr. M. She was a vessel capable of carrying 1,200 tons up the river, with large and powerful machinery. That vessel could have carried immense quantities of supplies—and I remarked at the time that it was strange that a vessel of her capacity and power should go off with nothing on board of her. The owners of the Wm. Morrison even failed to take her away, and we seeing that she was certain to fall into the hands of the enemy, if not destroyed, set fire to her. Eight or nine of us went on board in presence of the captain and set her on fire.

Mr. SEMMES. Was she ready to go?

Mr. M. She had no steam up, and we could not get up steam in time to get away.

Mr. SEMMES. Were her engineers on board?

Mr. M. Her engineers were there. I know that one of them was there, and I wanted him to try and get her off, but it was too late.

Mr. SEMMES. Was the Morrison a large and powerful boat ?

Mr. M. Yes, sir; very large.

Mr. SEMMES. The Natchez is a very large vessel, is she not ?

Mr. M. One of the best boats on the river as to power and speed. The Quitman was also one of the best and most powerful boats on the river. I was surprised they did not take hold of the Mississippi and tow her up. There is no doubt of the ability of these boats to bring her up the river if they undertook it. I know when the Mississippi was launched she drifted down the river; and the Peytona, an ordinary boat, with far less power than either the Natchez or Quitman, brought her back. If these two vessels took hold of her, they could have carried her up the river more rapidly than the enemy could have pursued them.

The Committee then adjourned to meet to-morrow, Saturday, at 10 o'clock.

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SATURDAY, FEB. 21, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Semmes, (acting Chairman,) Maxwell, Peyton, Dupre and Foote.

Mr. ASA F. TIFT being duly sworn, the following questions were put to him by Mr. SEMMES, on behalf of the Secretary of the Navy.

*1st Question.* State your name, your business, position and residence at the beginning of secession and of the war, and your connection with the Mississippi.

Mr. TIFT. My name is Asa F. Tift—I was a merchant in Key West for 30 odd years—I was a member of the Florida Convention; voted for the ordinance of secession, and exerted myself to render that vote unanimous. After the ratification of the Constitution of the Confederate States by that body, I tendered my services, in connection with my brother, without compensation, to construct the Mississippi.

*2d Question.* Were you aware of any active interposition of Governor Moore, or other State authorities, on or about the 26th of February, 1862, with reference to yourselves or the Mississippi, which you were constructing ?

Mr. TIFT. No, sir.

*3d Question.* Did Governor Moore communicate with you, or you with him, with reference to the payment of hands ?

Mr. TIFT. Never to my knowledge.

*4th Question.* Was the construction of the Mississippi ever delayed for want of money to pay workmen, or to pay for materials, or for any purpose ?

Mr. TIFT. No, sir; not that I recollect of.

*5th Question.* Were your workmen and bills for materials punctually paid ?

Mr. TIFT. They were. On our arrival in New Orleans my brother and myself determined to pay every Saturday night, and continued to do so for several weeks, until we found some of the workmen express a wish to have their money every two weeks, and the paymaster thought it was more for the interest and safety of the government that they should be

so paid; so that on the 15th and 1st of each month we considered the money due, and on the 18th and 3d we paid it out.

*6th Question.* Did the naval constructor Pierce ever require workmen or materials, which you failed to furnish him, when they could possibly be found?

Mr. TIFT. Never, sir. I am certain that whenever he made a requisition he was furnished when possible.

*7th Question.* Did you ever fail or refuse to accept workmen, or any proffered aid from the Governor, the committee of public safety, or the citizens, which could be used to forward the completion of the Mississippi?

Mr. T. Never, that I recollect of. Two members of the committee, Mr. Davis and Mr. Marks, visited our yard, and the former stated that they came as a sub-committee to examine the ship-yards, and to offer any money or other aid that was necessary to promote the public interest. We stated we were not in want of money and wood workmen, that we had all the laborers and carpenters necessary; but that we wanted some one to aid us in advancing the work on the machinery. That was about the last of February.

*8th Question.* Were there any "resources of Louisiana" which you could have made available for the earlier completion of the ship?

Mr. TIFT. None that we were aware of.

*9th Question.* What means were there in New Orleans for making heavy wrought shafting, or rolling iron plating, or making round and square iron, such as this ship required?

Mr. TIFT. There were no means that we knew of. We called on Leeds & Co., and talked to them in connection with making the whole shafting. They said they could not do it, being then engaged making the shafting, of pieces of shafting which they had on hand, for the two boats at Memphis. We had several interviews with them on that subject, and they invariably declined to undertake the work. There was no establishment in New Orleans or Louisiana that could make the shaft for the Mississippi. We wrote to the Secretary of the Navy to see if he would get the proprietors of the Tredegar Works to undertake its construction.

*10th Question.* Where was the iron plating for the Mississippi on the 24th of April, 1862?

Mr. T. I think about one-third of it at least was already laid upon the shield of the vessel. A large portion of it was on the wharf ready to go on. The last train load of our iron was lying at the depot at the Jackson railroad on the 24th of April, 1862.

*11th Question.* State, if you know, where the guns of the Mississippi were on the 24th of April, 1862?

Mr. T. Some of the guns intended for the Mississippi arrived some weeks before the fall of the city. They were loaned to Fort Jackson and the Louisiana. The balance of the guns were at Jackson, Miss., on the 28th of April.

*12th Question.* What aid did you receive from the authorities and committee of safety of New Orleans in the construction of the Mississippi—what communications passed between you on this subject, and when?

Mr. T. I am not aware that we received any aid from the authori-

ties of New Orleans, except such as was tendered by Gov. Moore's notes of the 15th and 16th of April, and as I said a while ago, two members of the committee of safety came to our yard and made a tender of services, when we requested them to urge on the machinery. Col. Beggs went to Mobile and I think to Atlanta to assist in getting forward the iron plating, and in that respect rendered good service. I learn that one of the committee of safety came on to Richmond to urge on the shaft that was being made here; but of that we had no formal notice. I would add that we received communications from Gov. Moore, dated 15th and 16th of April, stating that Messrs. Harrem & Hughes would furnish all the hands we wanted. These were the only communications that I recollect to have transpired between Gov. Moore and ourselves.

Mr. SEMMES. Were the hands furnished?

Mr. T. They were, sir. I will state that Capt. Mitchell, commanding officer of the station of New Orleans, requested us to allow as many of our men as we could possibly spare to go to work on the Louisiana, because it was important she should be finished at the earliest possible period. From 50 to 100 of our men were at work upon the Louisiana at this time.

Mr. SEMMES. Were there any communications except those to which you allude?

Mr. T. Yes, sir; from the committee of safety offering their aid. I remember seeing a letter signed by my brother and the chief engineer of the station, addressed to the committee of safety, proposing means by which men could be raised to aid Kirk in forwarding the work at his foundry. That was the first written communication I think we had with the committee.

The next was from the secretary of the committee of safety, requiring us to launch the vessel.

The following is the correspondence referred to :

COMMITTEE OF PUBLIC SAFETY, }  
New Orleans, April 5th, 1862. }

GENTLEMEN: I am requested by the committee to hand you the enclosed copy of the report of the sub-committee on the subject of launching the steam ram, now building at Jefferson City, as well as a copy of the correspondence on that subject between the chairman of this committee and Commandant Whittle, C. S. Navy, and to request that you will launch the ram as recommended by the sub-committee within forty-eight hours, or in default thereof, I am farther requested to state, that the report and correspondence will be published in the newspapers of this city for the information of the public.

Hoping that your desire to do all in your power for the defence of our common country, will induce you to consent to the views of the practical ship-builders of our city, as expressed in their report, and that you will at once take immediate steps for the launching of said vessel.

I remain, with high respect, your obedient servant,

GEO. C. LAWRASON, Sec'y.

Messrs. TIER, New Orleans.

NEW ORLEANS, *March 31st, 1862.*

The special committee appointed to examine and report upon the condition of the steam ram now building at Jefferson City, beg leave to make the following report:

Agreeable to the form of the resolution under which your committee acted, we solicited, and were assisted by those old, experienced and well known ship builders of this city, viz: Messrs. John Hughes, Jas. Martin and Francois Vallette, and after a most thorough examination of her position, and after a long and courteous interview with the Messrs. Tift, who claim to be, and are, we believe, the acknowledged projectors of the ram, and who answered all the questions put to them by your committee in the most courteous manner, and seemed most anxious to forward the completion of the ram in the shortest time possible, we find they are much opposed to having her launched until her shafts are in, and nearly completed. The reasons which they assign for this are, that the ram can be completed in a shorter time and at much less expense to the government, and further in their opinion, there is no danger of her straining, and there will be no difficulty in launching, although she might be a month or two longer. These gentlemen are no doubt sincere in their belief. Your committee attribute the great mistake under which, in their opinion, the Messrs. Tift labor, to the want of practical knowledge of such vessels, and also to the want of experience of the action of water on the banks and battures of the Mississippi river. Your committee think their reasoning of no force or effect, and can see no reasonable objections to the immediate launching of the ram as soon as the nailing is finished under the guard, and which can be done in two or three days at farthest. Your committee could assign many reasons why the ram should be launched as soon as possible, but they will mention only two, considering them sufficient. The first is, they consider her position a dangerous one, her foundation being entirely submerged by the rise of the river. At her stern there is from 8 to 10 feet of water, with the current running against her. She is supposed to weigh now about 2,000 tons, and it will require about 1,000 tons more to complete her. Now it must be clear to the mind of any one that the more weight placed on the same base, the more liable the superstructure is to settle, and more particularly when that base is entirely covered with water. Secondly, the battures on the banks of our river is liable to cave in suddenly, or the current might wash out the blocks from under the ram, whilst, if it did not destroy her, would injure her most seriously; or a bar might form on the outside of her, which would not only add greatly to the difficulty of launching her, but might prevent it from being done at all until after the river should have fallen. All who are acquainted with the nature of the batture of the Mississippi, its liability to cave in, or accumulate, will, we feel confident, agree with your committee, that the safety of a vessel so valuable to the Confederacy, and of so much importance in defending the city at the present time, should not be hazarded a moment longer than is necessary. All the work to be done in completing the ram, except the nailing under the guard, as mentioned previously, can be done afloat as well as where she now lies, and with equal if not greater dispatch. Two small docks will have to be built in order to adjust braces to support the outer journals of the quarter shafts. These

two docks, and one for the stern should be built and kept in good order, to repair any damage to the propellers in case of accident, as there is no dock in this section of country capable of lifting the ram. In conclusion, your committee would recommend the immediate launching of the said ram.

All of which is respectfully submitted.

(Signed)

N. SHELDON,  
PETER MARCY,  
F. VALLETTE,  
JAMES MARTIN.  
JOHN HUGHES.

COMMITTEE OF PUBLIC SAFETY, }  
New Orleans, April 2, 1862. }

SIR: I have the honor to hand enclosed a copy of resolutions adopted by this committee at its meeting last evening, on the important subject of launching the steam ram now building at Jefferson City. Permit me to add, sir, that I hope, should you agree with the report of practical ship-builders, which has been laid before you, by order of this committee, that you will order at once the launching of said ram, which can be finished as well in the water as out of it, and which the risk of her destruction by sinking of the batture renders so imperative.

With high respect, your obedient servant,

(Signed)

WILLIAM FRERET,  
*Chairman.*

*Commandant W. C. WHITTLE, C. S. Navy.*

COMMITTEE OF PUBLIC SAFETY, }  
New Orleans, April 1, 1862. }

*Resolved*, That in the opinion of this committee, based upon evidence obtained and laid before Commandant Whittle, the steam ram now building at Jefferson City should at once be launched.

*Resolved*, That this committee urge upon Commandant Whittle to take the responsibility of ordering the launching of said ram forthwith.

A true extract from the minutes.

GEORGE C. LAWRASON,  
*Secretary.*

COMMANDANT'S OFFICE, NAVAL STATION, }  
New Orleans, April 2, 1862. }

SIR: I have had the honor to receive a communication from the committee of public safety, of this date, from you as its chairman.

With every disposition to gratify the committee in any matter coming within the range of my duty, which may contribute to the security of the city of New Orleans in particular, or the public interest in general, yet as the navy department has given me no authority whatever in the



matter to which my attention has been called, but has invested the Messrs. Tift with absolute and entire control over the subject, I must beg leave respectfully to decline to act in the manner they suggest.

I have the honor to be,

Very respectfully, your obedient servant,

WM. C. WHITTLE, *Commandant.*

WILLIAM FRERET, Esq., *Chairman*

*Committee of Public Safety, New Orleans.*

NEW ORLEANS, April 7th, 1862.

*To the Committee of Public Safety, New Orleans—*

GENTLEMEN: We received your communication of the 5th instant, enclosing the report of your sub-committee on the subject of launching the vessel which we are constructing for the navy department, and the correspondence between your committee and Commandant Whittle.

You request that we shall launch the vessel within forty-eight hours, or in default thereof, you state that the report and correspondence will be published in the newspapers for the information of the public.

Giving your committee full credit for the most patriotic intentions, and a desire to do all that you can for the public interest, and believing that you have been acting without a full knowledge of all the facts that are necessary to a right conclusion, we have devoted so much of our time as could be spared from our duties to the government to lay before you the reasons and facts upon which our action with reference to the question of launching is formed.

1st. We enclose a copy of our letter of instructions to Mr. Constructor Pierce, showing that the vessel is to be launched at the first appearance of danger.

2d. The letters of Messrs. E. M. Ivens, John Clarke and John Hughes, showing that the launching now will cause several days delay in completion.

3d. The letter of S. E. Reynolds, Esq., architect, showing that the foundation of the vessel is perfectly stable and safe.

4th. The opinion of Capt. Mitchell, C. S. Navy, and Capt. Sinclair, of the C. S. Navy, who has been assigned to the command of this ship, that she ought not to be launched until the shafts and propellers are put in their places.

We trust, gentlemen, that this evidence will satisfy you, that we are pursuing the course which is best calculated to secure the early completion of the vessel committed to our care and discretion by the government; but if not, pardon us for suggesting that such a publication as you propose might fall into the hands of the enemy, and furnish them a stimulant to destroy the vessel before she could be completed.

We do not desire to screen ourselves from responsibility, or from the investigation of our conduct in the service of the public. We shall perform our duties faithfully according to the best of our ability, and shall be happy to have your aid and co-operation in the important work in which we are engaged.

Very respectfully, your obedient servant,

N. & A. F. TIFT, *Agents, N. D.*

NEW ORLEANS, April 1, 1862.

Mr. JOSEPH PIERCE, *Acting N. C., C. S. Navy*—

SIR: We have received your communication of the 27th ult., stating that in your opinion the ship should be launched on account of the fear which you entertain that she may settle on her ways, and you refer to the fact that you "had told us this some thirty days" previously. It was early in the month of February that you expressed this opinion to us. We then instructed you to have every thing ready to launch; and whenever any appearance of injury or danger to the vessel should occur, by settlement or otherwise, to launch her immediately, but to keep her on the ways and push the completion as rapidly as possible until that time.

Our reasons for these instructions were, first, that there was no appearance of settlement or injury to the vessel. Second, that every day which we could work on her on the ways would save time as well as money in her completion. We now repeat our former instructions, keep every thing ready to launch in the shortest possible time—launch immediately whenever there is an actual appearance of danger by settlement or otherwise. The rise of the water is a favorable circumstance; the soundings show a regular grade from the stern of the ship, as follows: 50 feet distance, or about the end of the ways the depth of water is 13 feet; at 100 feet distant 13½ feet; at 150 feet distant 14 feet; 200 feet distant 17 feet; 250 feet distant 18 feet water. As a proper precaution against accident in launching, we wish you to have in readiness two good sized floats, to be properly secured on the quarters. The centre shaft from Richmond will be here to-morrow. We are gratified to hear you say to-day, that in view of this fact, if you had the discretion you would not launch the ship now, but would put in the shaft. Get that in as soon as possible, so as to be able to control the ship by steam after she is launched. The side shafts will be forged, and ready for the lathe—one to-morrow and the other next Sunday—and they will probably both be ready to be put in the ship next week. Should we be so fortunate as to get them all in before it shall become necessary to launch, we think it will save a month in the completion of the ship.

Very respectfully,

(Signed)

N. &amp; A. F. TIFT,

*Agents N. D.*

NEW ORLEANS, April 7th, 1862.

Messrs. N. & A. F. TIFT,  
*Agents N. D., C. S. A.*—

Yours of this morning is duly received. I in reply have no hesitation whatever in saying that you will save at least ten, or probably as much as fifteen days by putting the shafts, propellers, and quarter engine hangers on before launching the vessel, and particularly so, as we expect in the morning to commence putting in this work.

Truly yours,

E. M. IVENS,  
*Chief Engineer.*

NEW ORLEANS, *April 7th, 1862.*

N. & A. F. TIFT—

GENTLEMEN: I am well acquainted with the nature of the bature, and the foundations under the ship you are building opposite the city of Jefferson, and unhesitatingly say that there is not the last danger from settlement while the ship stands in its present position. The bature has been gradually forming in that locality for some years, and should any danger arise from the foundation of a bar in front, it will be easily detected by frequent soundings.

Your most obedient servant,

J. E. REYNOLDS, *Architect.*

NEW ORLEANS, *April 7th, 1862.*

GENTLEMEN: In reply to yours of this date, we would state that we deem it inexpedient to launch the "Mississippi" until her shafts and propellers are in place, and we anticipate no evil results from her remaining the necessary time longer on her ways for this purpose.

A. SINCLAIR, *Com'd C. S. Navy.*

JNO. K. MITCHELL, *Com'd C. S. Navy.*

Messrs. N. & A. F. TIFT,  
*Agents N. D., C. S. A.*

NEW ORLEANS, *April 7th, 1862.*

N. & A. F. TIFT—

GENTLEMEN: Your note of to-day has been received. My opinion is, that you will save two weeks time by putting in the side bearings, shafts, propellers, and other machinery in her present position, instead of launching her, and putting them in by means of docks.

Yours respectfully,

JOHN HUGHES,  
*Machinist and Engineer.*

That letter was dated the 5th of April, and our reply the 7th of April. I received a note from the committee of safety addressed to "Nelson Tift," from an impression that that was my name, inviting me to attend a meeting of the committee at 7 in the evening. I attended the meeting, and was asked several questions by the committee as to the progress of the vessel and the machinery. I stated that our machinery was behind time; that Mr. Kirk had made several promises, but failed to fulfil them. While I was talking, Mr. Kirk came in, and I repeated again what I stated in reference to him. I remarked that in my opinion it would take weeks yet to have the machinery completed, and some one thereupon asked him how long it would take to complete it. His reply was, ten days.

At this stage of the examination Mr. FOOTE offered the following resolution, which was adopted :

*Resolved*, That the Secretary of the Navy be requested to lay before this committee all the contracts made by his department with persons either in this country or abroad, for the building of gun boats, iron-clad steamers, or other war vessels, with such explanations as he may choose to give touching the same.

*13th Question.* What were your instructions from the Secretary of the Navy as to the speedy completion of the vessel ?

Mr. TIFT. They were urgent to spare neither money nor men to complete her. We received repeated communications from the Secretary in the shape of letters and telegraphs, urging us to get the ship finished at the earliest possible period. He afforded us I believe every facility in his power.

*14th Question.* What means, other than those you employed, could you have used and completed the ship earlier ?

Mr. TIFT. There were none other. We worked Sundays and nights whenever we could do so advantageously, and resorted to every possible means to obtain facilities to forward the work. I think sometimes we had really more men than we could work to advantage. Sometimes we were short in the wood department, and then we would resort to every means to procure as many as we needed.

*15th Question.* Have you a copy of a telegram published in the New Orleans Delta, of April 23d, 1862, purporting to be from Gen. Duncan to Gen. Lovell, relative to the bombardment of the forts? If so, furnish a copy.

Mr. TIFT. Yes, sir, I have. This is it. I think I saw it first in the rotunda of the St. Charles hotel, at New Orleans. I refer to the second dispatch of the 23d of April.

The following are copies of the two:

*Copy of a dispatch from Gen. Duncan to Gen. Lovell, dated New Orleans, April 23d, 1862.*

I have to report this morning as previously that the bombardment is still going on furiously. They have kept it up furiously by reliefs of their divisions. One of their three masted gun boats painted grey came above the point this morning, but was struck and retired. We are hopeful and in good spirits, and I cannot speak in too high praise of all the officers and men. I have no further casualties to report. Let the people have faith and fortitude, and we will not disgrace them.

(Signed)

J. K. DUNCAN, *Brig. Gen.*

[*Copy of a second dispatch from Gen. Duncan to Gen. Lovell.*]

NEW ORLEANS, *April 23d, 1862.*

A heavy, continued bombardment has kept up all night, and is still progressing. There have been no further casualties except two men slightly wounded. God is certainly protecting us. We are still cheerful, and

have an abiding confidence in our ultimate success. We are making repairs as best we can. Our best guns are still in working order. Most of them have been disabled at times. The health of the troops continues good.

25,000 thirteen inch shells have been fired by the enemy, thousands of which fell in the fort. They must soon exhaust themselves; if not, we can stand as long as they can.

(Signed)

Brig. Gen. J. K. DUNCAN,  
*Com'g Fort Jackson.*

Mr. DUPRE. Was not these despatches published in the papers?

Mr. TIFT. Yes, sir. I copied them from the "Richmond Dispatch."

*16th Question.* Why was one of the shafts of the Mississippi made in Richmond? and why was it not made in New Orleans?

Mr. TIFT. Because it could not be made at New Orleans or any other place in the Confederate States that we knew of. We treated with parties at Nashville, who promised to make our shafting and to put up some steam hammers for that purpose. After some time, however, they sent us a telegraphic dispatch stating that they could not do the work. We communicated with Mr. Williamson, at the Gosport navy yard, to ascertain if he would make the shaft, but he said not. We then wrote to the Secretary on the subject, and he had the work done in Richmond. He obtained the shafts which were on board the Glen Cove; and had them, as I was informed, fitted for our centre shaft.

*17th Question.* What was the general impression in New Orleans as to the quarter from which the enemy's ships would attack it, whether from above or below?

Mr. TIFT. At the time we reached there in September I don't think there was any apprehension of the fall of the city. I don't recollect hearing any expression of fear there at that time; business was going on there as usual. At the period of the fall of Fort Donelson and Fort McHenry, there was a great deal of apprehension felt. I recollect meeting Mr. Davis, of the bank, after the fall of Fort Donelson, and he seemed to be a good deal excited. He remarked, you are too late with your vessel, the enemy will be down in a few days. I think that was the prevailing opinion there up to the time of the bombardment. It was believed that a simultaneous attack would be made from above and below. I think the opinion prevailed from the time of the fall of these forts up to the time of the bombardment, that the attack would come from above and below.

*18th Question.* What preparations were made, and what efforts were used to tow the ship up the river when the forts fell? and what was the cause of the failure?

Mr. TIFT. When the day upon which the vessel was to be launched was determined upon—the 18th of April—we chartered, on the 17th, two steamers, the Peytona and the St. Charles, a tow boat. We chartered these to assist in starting the vessel on the ways, with a view to launching. We continued them under charter until we reached Vicksburg. As soon as we received intelligence from Commodore Whittle that the enemy's ships had dashed by the forts, we commenced making arrangements to save the vessel. It was decided that my brother, Mr.

N. Tift, should go to the yard and keep down the excitement so as to afford us an opportunity to complete our arrangements. I saw Mr. Hyde and chartered at once the Fall City and the Edward J. Gale to wood up and to be at our yard before sun down. I told Mr. Hyde the importance of this; that the loss of the vessel might depend upon the failure of these vessels to get to the yard. He said, give yourself no uneasiness about the matter, it will be attended to. I then went to the yard to assist in making preparations, and remained there until 12 or 1 o'clock, when it occurred to me that there might be some obstacle to the coming of the boats which I could remove. I met Mr. Hyde again, and, after some remarks by me, on the great importance of having the vessels at the yard in time, he assured me again that all would be right. I then returned to the ship and labored until after dark, making all necessary preparations in advance of the steamers' coming. The vessels, however, did not come, and the officers were getting impatient. I will state that Commodore Whittle, on the morning of the 24th, gave orders to Capt. Sinclair to take command of the vessel, and he did so. We remained there and labored as hard as we could during the night. Capt. Sinclair thought we had better start with the vessel we had. We did start, and the vessel was drifted down by the current in the direction of Canal street, from one to two miles. About this time the St. Charles hove in sight, and came up and made fast to the vessel. We went on slowly, and the Captain said it was no use to try to get along without more power to tow her, and she was accordingly made fast to the yard wharf. About daylight we took the Peytona and started down and found the other vessels that were chartered lying side by side, and on asking them why they failed to come up, they said their crews deserted them, and were unable to get hands to wood their vessels. We wooded up these vessels with our own force, and started back to take the vessel in tow. As we turned an intervening point we saw smoke issuing from her ports. I asked Capt. Sinclair what was the cause of this, and his reply was, that he gave orders, under certain contingences, to put the match to her; the signal was two reports of a gun. The spectacle was the cause of great surprise to us. The reason given was, that the vessel could not possibly be saved. We then went above the Mississippi a short distance, on the opposite side of the river, and remained there until about 12 or 1, and then went up the river to Vicksburg.

Mr. SEMMES. Do you recollect the names of these vessels referred to?

Mr. TIFT. My impression, as I stated, is, that one was the Fall City, the other the Edward J. Gale, besides the two vessels we had under charter since the 17th.

Mr. SEMMES. The two you are not positive about were large, powerful vessels, were they not?

Mr. TIFT. Yes, sir.

*19th Question.* Was there a strike for more wages by workmen in New Orleans while you were building the ship? If so, describe it, and the course adopted by you towards workmen of the ship.

Mr. TIFT. There was a strike there of all the men in all the ship yards in and about New Orleans. The first intimation I had of the strike was, in making my usual visit to the yard, I found that all the

men knocked off except the twenty from Richmond. I went immediately to Algiers, and sought out the principal men in this organization. I did everything I could to induce them to resume their work. I told them the importance of their doing so, and asked them if there was any complaint or disagreement with us or the government. They said no, but that the wages were insufficient, and that they had determined not to work any longer unless they got \$4 a day. I went immediately to Mr. Hughes, who was a leading man there, and asked what he proposed to do. He urged me not to interpose, remarking that he could force these men back without the increase of wages asked for. I asked him how long it would take to do it. He said that about two years before there was such a strike as this and that the employers refused to allow them the increase demanded. They, moreover, assisted each other by exchanging men betimes, and finally brought back the strikers. I asked him how long it took to accomplish that. He said six weeks. I said I will give you a reasonable time to effect this, but we cannot wait longer than two or three days. He still asked me to wait longer, but I declined to do so longer than Saturday. In the meantime two of the ringleaders were imprisoned as traitors. I found that they were determined not to work, that they would take the field rather than work for less than \$4, and, at last, believing that the strike would be interminable, I talked with Gen. Lovell on the subject, and he approved my proposition to allow the work to go on, and that he would do whatever I suggested. He gave me a note to the Provost Marshall, Wm. Ferrett. I conversed with him upon the subject for some time, and he went down to the guard house with me. I went in alone and conversed with these men. They were determined not to work without the increased pay. I made terms with them to get them liberated, provided they would work faithfully. They agreed to do so, and were liberated. The next morning I sent up for the constructor and told him to select 500 of the best mechanics in the city. Commodore Hollins, who was governed by the advice of Mr. Hughes, requested us to act for him as we acted for ourselves. This was very strongly opposed by Mr. Hughes and others at New Orleans. I doubt if some such course had not been pursued if the work would not have been delayed for several weeks longer.

*20th Question.* Did the work on the Mississippi progress on Sundays or at night?

Mr. TIER. It progressed on Sundays whenever we thought it could be advanced. Our wood work was in advance of everything else. We first commenced working our blacksmiths at night. I don't think we worked on our wood work during Sundays in the early stage of the work. For months before the city fell we worked Sundays and nights. The great objection to working at night was the difficulty of getting the men to consent to work. If we had a relay of hands portions of the work could go on day and night, without intermission; but not having them, the men could not stand the fatigue of day and night work. I applied to the committee of safety to get the men, but they could not be had. We hired from Pursglove some hands, and took them down to Kirk. Kirk refused to receive all, and took only two or three of the best machinists, which he said were all that were adapted to his work. Determined to avail ourselves of every aid, we employed his

whole force, and himself as special superintendent of it. They aided in putting up the machinery in the ship.

*21st Question.* Where, and how were the materials for the construction of the ship obtained?

Mr. TIFT. We purchased all the iron fastenings suitable to the construction of the ship, in New Orleans. We afterwards purchased all we could find in Mobile, Chattanooga, Macon and Atlanta, and we had some iron rolled at the Etanwa iron works, Georgia. The timber we got from abroad. There were millions of feet around the basin, but not one single piece that we could work on the vessel. The timber we procured from Ponchatonta Summit, and various other places on the lake and railroad, some at a distance of upwards of 700 miles.—The plating was procured from Atlanta. We had to contract with parties there, and hold out inducements for them to change their rolls and machinery, which occupied some weeks.

*22d Question.* Have you any means of knowing the opinion entertained by Gov. Moore after the fall of the city, of the defence made of New Orleans, and the character of the officers and men to whom it was committed.

Mr. TIFT. I have no other means of knowing than from a proclamation which was issued by Gov. Moore at Baton Rouge, on the 25th of April, 1862. We have a copy of it, which we got on our way up, the closing paragraph of which, reads as follows:

“The officers and soldiers to whom was committed the defence of New Orleans, deserve your thanks. Major General Lovell, who has command of this department, Brig. Gen. Duncan, who had charge of Forts Jackson and St. Phillip, and all officers and men under their command, have behaved with conspicuous gallantry. They merit your confidence, and will continue to receive it.

(Signed)

THOS. O. MOORE,  
*Governor.*”

Mr. TIFT, (continuing.) In connection with the interrogatory, as to whether I received any communications from the authorities of New Orleans, or the committee of safety, I am reminded that I called at Gov. Moore's office several times with reference to our men being taken away by the militia officers to drill. I will remark, that upon making complaint to the Governor of the delay consequent upon this draft of the men, he relieved them from militia duty. Notwithstanding the Governor's order, the police officers would come and march the men off again, and finally I followed some of our men that had been arrested after said order, to some court, and had an interview with the presiding officer on the subject. He ordered the men back to their work.

Mr. SEMMES. You say that notwithstanding the order of the Governor, you were interrupted by this interference. How often did that occur?

Mr. TIFT. Frequently. Sometimes the men would be detained a day in the week; on this last occasion they were detained three or four hours.

Mr. SEMMES. As far as I know, there was every effort made by the officers and everybody else, to prevent any interruption to the work.



Mr. TIFT. I said so, but they sometimes came and took off the men.

Mr. SEMMES. I think from what I saw, there is a tendency to exaggerate these interruptions.

Mr. TIFT. As I said, when the Governor was spoken to on the subject, he made every effort to get the men returned, and to prevent any interference with them. I will state here, that on the occasion of the first visit of the sub-committee of safety to our yard, in addition to the conversation already referred to, I urged upon them the importance of adding to their committee to superintend the mechanical department of the work, a practical machinist to aid in getting hands, and otherwise to push forward the machinery. They did appoint Mr. V. Sheldon, as I understood, for that duty, but he did not devote sufficient time in the shops, or furnish the aid we expected. While we were preparing to launch the vessel, we had occasion to send to Mr. Sheldon for his sub-marine armor to examine the ways and their foundations outside the stern of the vessel. He first said that he had nothing for the Tifts, but that Mr. Pierce, the constructor, could get anything he had. On being applied to again by Mr. Scott, who was to use the armor, stated that he sold his armor to Mr. Whiting. We then sent to Mr. Whiting for the use of it, informing him of what Mr. Sheldon had said to Mr. Scott, and he replied that he had not purchased any armor of Mr. Sheldon, but that he had one of his own, 24 miles down the river, which we could have with pleasure, or anything else. Deeming this armor of great importance to the safe launching of the vessel, we procured a steamer from the commander of the station, and despatched Mr. Scott for the armor with which he returned on the night of the 16th of April. Among the citizens of New Orleans who rendered us important service in their several departments, were Messrs. Pike, Wells, Poteveunt, and others in the lumber and timber, departments; Messrs. Stark, Stauffer & Co., Beirn & Sons, Slocomb & Co., and others in the iron department; Messrs. Leeds & Co., John Clark, D. H. Fowler, and some others in the machinist department. There were many other citizens in New Orleans who exhibited a desire to aid us in forwarding the work, to whom we feel grateful for their kind offices.

The Committee then adjourned until Tuesday next, the 24th inst.

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## TUESDAY, FEB. 24, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Semmes, (acting temporary Chairman,) Maxwell, Barksdale, Lyons, Peyton and Dupre.

Mr. JOHN F. TANNER having been duly sworn, the following questions were put to him by Mr. SEMMES, on behalf of the Secretary of the Navy:

*1st Question.* State your name, residence and business?

Mr. TANNER. My name is John F. Tanner. I reside in this city, and am one of the partners in the concern of Joseph R. Anderson & Co., the proprietors of the Tredegar iron works.

*2d Question.* Do you know anything about the manufacture of a

shaft at the Tredegar works, Richmond, for the ship Mississippi? If so, state your knowledge?

Mr. TANNER. We received an old shaft about the 29th of January, 1862, which required to be placed in a condition to be put in a vessel at New Orleans; the Mississippi, as I understood at that time. We commenced work immediately on the shaft on the receipt of the above, and prosecuted it day and night until it was completed, and when completed, it was promptly shipped by the navy department.

*3d Question.* Was the work on this shaft prosecuted on Sundays, as well as week days, and if so, by whose order?

Mr. TANNER. It was prosecuted on Sundays, nights and every day from the receipt of the shaft until its departure, by order of the Secretary of the Navy.

*4th Question.* What interest did the Secretary of the Navy evince in the manufacture of this shaft, and what were his orders about its completion?

Mr. TANNER. The Secretary evinced great anxiety about its completion, from the time it was received, until it was completed. He was at the works nearly every day making inquiries about the progress of the shaft, and came there even on Sundays. He always expressed a desire that the work should be pressed night and day without regard to cost.

*5th Question.* Did you desire any aid or assistance of any kind from any of the authorities or people of Louisiana, or their agent, on or about the completion of this shaft?

Mr. TANNER. I did not, to my knowledge. I know that some gentlemen from New Orleans would make inquiry betimes about the progress of the shaft, but the inquiry made no impression on my mind.

Mr. SEMMES. You say you received an old shaft about the 29th of January, 1862, at the works, and that thereupon you commenced work upon it.

Mr. TANNER. Yes, sir, the old shaft was purchased down the river here. It was about this kind of weather at the time we were informed that the shaft was down there, and while there was no obligation upon us to take it in charge at that point, we did so. There was great delay in detaching it, and getting it up to the works, owing to there being large centres on it, which had to be taken off; still we did everything we could have done to have it removed to the works; we did in fact more than the navy department could have done, or any others we know of. We sent down teams to carry it up, having become somewhat restless about it. The only delay we had before commencing work upon it, after we were informed of the shaft being there, and its being intended for this purpose, was in getting it out of the works. This took five or six days. We were delayed but one or two Sundays during the progress of the work upon the shaft, because of the water being withdrawn from the canal by the James River and Kanawha Canal Company to take out some boats that were sunk. These were the only Sundays on which we did not work.

Mr. SEMMES. When was the shaft completed?

Mr. TANNER. About the 22d of March. I think and there was then no delay in shipping it. To give you an evidence of the assiduity with which we worked on the shaft, I will state, that from the time we

received it, to its completion, there only intervened about 45 working days, and within that period, we worked about 75 days upon it. Every night we worked, is computed as time and a half, and every Sunday as double time. So that in about 45 days we made about 75 days.

Mr. SEMMES. What was the cause of this shaft requiring such an amount of work?

Mr. TANNER. Because our establishment was not adapted to this kind of work. It should be operated upon by a heavy hammer, and we had no such hammer in use. In past times articles of this kind were procured from the North, and in the absence of the necessary facility in the matter of a hammer we had to weld and splice the shaft by hand, which was a very heavy job. We had 50 men working at it at a time, whereas if we had a suitable hammer, we would not require more than ten at a time. We had not, moreover, room enough to work upon a shaft of that size, and our preparations generally were unsuited to the task.

Mr. SEMMES. So that the cause of its taking so long a time to be completed was, that you had not the proper machinery.

Mr. TANNER. Yes, sir. It was not to be found in the Confederate States. There was a hammer at Norfolk which we expected sometime before, but of course after the evacuation of that city there was no chance of it. We had a heavy hammer for some five or six years, but we never got such work as would need its use. All jobs of that character were sent to New York, Troy, or some other Northern establishment.

Commander GEORGE MINOR having been next duly sworn, the following questions were put to him by Mr. SEMMES on behalf of the Secretary of the Navy.

*1st Question.* State your position in the navy, your duties, and how long you have been performing them.

Commander MINOR. Commander in the navy. My duty is Chief of Bureau of Ordnance and Hydrography. I have been performing this duty since 1861 under the Confederate States Government.

*2d Question.* State the number of guns sent by the navy department to New Orleans, and when sent.

Commander MINOR. I will submit the following as my answer to that question:

*List of Guns sent to New Orleans, La., from July 1st, 1861, to fall of the place.*

1861.

- Sept. 3—27 32 pd. carronades.
- “ 6—53 32 pd. of 61 cwt.
- “ 6—43 32 pd. of 70 cwt.
- “ 6—2 8-inch of 90 cwt.
- “ 17—18 8-inch guns, (12 of 63 cwt., and 6 of 55 cwt., rifled.)
- “ 17—2 32 pds. of 57 cwt., rifled and banded.
- “ 21—2 32 pds. of 57 cwt.
- “ 27—2 32 pds. of 57 cwt., rifled and banded.

Oct. 3—2 32 pds. of 57 cwt., do. do.  
 “ 11—1 32 pd. of 57 cwt., do. do.  
 “ 10—6 32 pds. of 61 cwt.

1862.

Mar. and

April 3 7-inch rifled, Brooke's pattern, 14,000 lbs.  
 3 32 pds. do. do. do. 9,000 lbs.  
 6 32 pds. of 57 cwt., rifled.  
 4 32 pds. of 57 cwt., smooth bore.  
 8 32 pds. of 61 cwt., do. do.  
 8 9-inch Dahlgreen guns, 9,000 lbs.  
 4 8-inch guns of 63 cwt.  
 2 8-inch army Columbiads, 9,240 and 9,460 lbs.  
 1 32 pd. do. rifled gun, 9,500 lbs.

197 guns in all.

*The following Guns was sent to New Orleans from Navy Yard, Norfolk, previous to July 1st, 1861.*

May, 1861—8 8-inch guns of 63 cwt.  
 13 32 pd. of 47 cwt.  
 2 9-inch Dahlgreen guns.

23 guns.

*3d Question.* Who appointed Lieut. Kennon to ordnance duty in New Orleans?

Commander M. I presume he was appointed by Commodore Hollins.

*4th Question.* Why was he removed from ordnance duty?

Commander M. I cannot inform you.

*5th Question.* State your efforts, if any, under the orders of the Secretary of the Navy, to have ordnance manufactured in New Orleans.

Commander M. Orders were sent to Commodore Hollins from time to time to use every exertion to have ordnance and ordnance stores manufactured at New Orleans for the defence of the Mississippi river; to establish a laboratory on an economical scale, and to manufacture powder. In compliance with these orders, Commodore Hollins contracted with the principal factories of New Orleans to cast both iron and bronze guns. The department made contracts for nitre. Powder was manufactured on a small scale, and also ordnance and ordnance stores.

*6th Question.* Who caused to be made, and upon what authority, *musket shells* in New Orleans for naval service?

Commander M. Lieut. Kennon, by authority of Commodore Hollins.

*7th Question.* How many of these shells were made, and how many were ordered?

Commander M. I do not know how many were made—one hundred thousand were ordered. We have got 39,000 of them on hand now. The 100,000 were contracted for at 15 cents a piece, making an aggregate for the whole number of \$15,000.

*8th Question.* Of what use were they to the naval service ?

Commander M. They were no use to the naval service. They were a dangerous projectile. In ramming down the rammer, the shell frequently exploded.

*9th Question.* What was their cost, and what their value ?

Commander M. They cost 15 cents a piece. The value they possessed was merely that of the lead they were made of, and the fulminate of mercury that was in them.

*10th Question.* What became of them ?

Commander M. Thirty-nine thousand of them are now at the naval laboratory at Atlanta, Ga. We never heard what became of the balance of them. Many of them, I presume, were lost in New Orleans at the fall of the city.

*11th Question.* Would you as an ordnance officer authorize their use in the navy ?

Commander M. No, sir.

*12th Question.* By whom, and upon whose authority was a large debt contracted in New Orleans for ordnance and ordnance stores, without your knowledge or that of the Secretary of the Navy ?

Commander M. By authority of Commodore Hollins.

*13th Question.* What was the amount of this debt when a knowledge of it first reached you and the Secretary ?

Commander M. \$491,152.

*14th Question.* What measures did you adopt to ascertain this debt, and to pay it ?

Commander M. The department was immediately called upon to make application to Congress for an appropriation sufficient to pay the amount due, and to continue the ordnance works at New Orleans. They asked for \$850,000, which Congress gave.

The measures taken to ascertain the debt were these: an officer was sent by the department to New Orleans for that purpose, and to take an inventory of all the ordnance on hand. I have the reports of that officer, which I beg leave to submit. As will be seen, one is dated December 2d, 1861, one December 3d, 1861, and the other December 17th, 1861.

[Copy.]

NAVAL LABORATORY, }  
New Orleans, La., Dec. 2, 1861. }

*Hon. S. R. MALLORY, Secretary of the Navy—*

SIR: In obedience to your order of the 19th ult., I submit the following report "in detail of the laboratory as I found it."

A laboratory for the supply of ordnance stores for the vessels fitting out at this station has been established, is now doing efficient work, and is conducted with well regulated discipline. Lieut. Beverly Kennon had the direction of it for sometime, when he was succeeded by Lieut. Eggleston, who on being detached to accompany the squadron, transferred the charge of the establishment, by order of Flag Officer Hollins, to Mr. W. A. Robins, who has been appointed an Acting Master by the Flag Officer, subject to the decision of the department.

Mr. Robins is assisted by Acting Gunners McComb and Merrifield,

and employs sixty-nine hands—men, women and boys. Requisitions, as far as they can be supplied, are filled with dispatch, and the whole work goes on with commendable regularity.

Mr. H. D. Lassinot is the pyrotechnist, and is paid \$2 50 per diem. The best male hands are paid \$1 50, the others \$1; the women 75 cts., and the boys 50 cts. per diem.

Under Mr. Lassinot's directions, rockets, signal lights, port-fires and friction primers are prepared. He also superintends the making of fuses.

Under Mr. Merrifield's directions, shells are stropped, filled, fused and boxed.

Mr. McComb is at present engaged in attending to the ordnance equipment of the floating battery "Memphis"—but as this gives him very little to do, and as there seems to be some dissatisfaction at being associated with Mr. Robins, I suggest that he be ordered to more active duty elsewhere.

Under Mr. Melleur's direction, cartridges and cylinders are prepared; and he also assists Mr. Robins in receiving stores from the various foundries.

Under Mr. Cooper's direction, wads, tackles, breechings, and rope work generally is prepared.

Bullets are moulded in the laboratory, cartridges and cylinders are prepared by the females—in employing whom the preference is given to the wives and daughters of sailors.

The laboratory buildings are rented at \$1,500 per annum. They comprise two houses at the corner of Elysean Fields and Old Levee streets, convenient to the river and close to the government wharf, but in other respects are badly situated, being in a crowded neighborhood, where very serious consequences might result from an accidental explosion.

The watchmen are included among the sixty-nine employees. They guard the premises by night and day, and are paid \$1 50 per diem.

On assuming charge, I issued an order that no purchases be made by any officer of the establishment except by my authority, and then through the navy agent, with the commanding officer's approval, a step which I know to be right in order to check a mode of expenditure open to so much evil.

Finding that more force was employed than was absolutely necessary, I have to day discharged five men, eleven women and three boys.

The order for shell boxes, which is a very large one, and at an exorbitant price, I have directed to be revoked, and hereafter they will be made in the laboratory, at a cost of 45 cents each, instead of \$1, which has heretofore been paid.

Lieut. Kennon has collected a large amount of stores, and deserves credit for his energy in doing so, but from what I can ascertain the prices charged by those who have furnished them is very high, and, in some instances, not only exorbitant, but out of all proportion.

I enclose an inventory of stores on hand.

Mr. Robins is an active, energetic officer, and well calculated to conduct the laboratory on an economical scale, and with proper regulations, to maintain good discipline.

I am, respectfully, your obedient servant,

(Signed)

R. D. MINOR, *Lt. C. S. Navy.*

F. B. RENSKAW, *Senior Officer.*

[Copy.]

NAVAL ORDNANCE OFFICE,  
New Orleans, La., Dec. 3, 1861. }

Capt. D. N. INGRAHAM,

*Chief Bureau Ordnance and Hydrography—*

SIR: I enclose you a list of the gun boats and floating batteries, together with a statement of the sums now due and becoming due, for work done and yet to be completed for the ordnance department of this station.

In order that justice may be done the government, the ordnance office here should be organized by the appointment of an experienced officer to take charge of it, assisted by two others, to attend to the inspection and details. It is an impossibility for one officer to attend to the whole of it, *and unless our material is inspected and subjected to the proper test*, we will be fighting our enemies on very unequal terms.

There is work enough for the undivided attention of at least three officers, and the sooner they begin their labours, the better will it be for the pecuniary and other interests of the service.

I am, respectfully,  
(Signed)

R. D. MINOR,  
*Lt. C. S. Navy.*

[Copy.]

COMMANDANT'S OFFICE, NAVAL STATION, }  
New Orleans, December 17, 1861. }

*Memorandum of Work ordered and in progress.*

## LEEDS &amp; CO.

Are making 20 rifled 32-pounders, 12 6-pounder, bronze rifled guns, shot, shells, rifled shot, grape, and some incidental repairs, &c., &c. Bill about \$113,660 00.

## M. T. BUJAC

Is making 30 rifled 32-pounders, shot, shells and spherical case shot. Bill about \$41,600 00.

## JOHN ARMSTRONG

Is making gun carriages, shot, shells, grape and canister. Bill about \$32,880 00.

## BENNETT &amp; LURGIS

Are making 12 brass navy 6-pounder rifled guns, shot, shells, grape and canister. Bill about \$90,000.

## PHILIP McGUIRE

Is making shot, shells, canister and bullets. Bill about \$14,000.

## G. CRONEN

Is making shot, shells and grape. Bill about \$20,000.

## MULLIKIN &amp; LESTER

Are making gun carriages, and field carriages for small navy guns. Bill about \$428,00.

## J. S. SIMONDS

Is making shell straps, magazine and battle lanterns. Bill about \$5,000.

## Mr. JOHN ROY, at Custom House,

Is making chassis and gun carriages, amount due on machine shop, work of hands employed by day, about \$20,000.

## R. S. DERRIKSON

Is making 200 single barrel pistols at \$12 50 each. Bill about \$2,500.

## WM. SMITH

Has been making gun tackle and stopping blocks. Bill about \$10,000.

## JAMES POWERS &amp; CO.

Have an order for the hauling of ordnance and ordnance stores at \$5 per gun within, and \$10 without the city limits; they have also an order for mounting guns on board the boats and batteries, at \$9 for each gun, including the hauling to the vessel.

## Mr. DUHAMEL

Has supplied spirit-levels and quadrants. Bill about \$385.

## J. W. ASHBY

Has supplied rope, junk and seizing stuff. Bill about \$6,964.

## WM. LOW

Has been making shell boxes at \$1 each, division tubs, &c. Bill about \$7,000.

## Mr. SWANN

Has been supplying friction primers. Bill about \$150.

## M. D. LAGAN

Is making powder tanks of 4 sizes, at \$24, 25, 28 and 30. Bill about \$8,000.

## JOHN M. LANE

Is making three gun carriages at \$300. Bill about \$900.

## Mr. ROSENFELD

Is making 100,000 explosive bullets at 15 cents each. Bill about \$15,000.



Lieut. Minor has, in many instances, found the prices charged for supplies to be not only extravagant and exorbitant, but really out of all proportion, and has ordered the discontinuance of their delivery, even if the order has not been entirely filled.

COMMANDANT'S OFFICE, NAVAL STATION, }  
New Orleans, Dec. 17th, 1861. }

*Due for Ordnance, Ordnance Stores and Ordnance Works.*

B Avegno.....	\$812 00
M J Bujac.....	136 86
J Bowin.....	48 50
A Barbot.....	70 00
Cashmock & Ogden.....	17 37
Cartero.....	631 80
Duhamel.....	395 00
De Montrone & Gallot.....	161 44
R S Derickson.....	300 00
Geo Falson.....	1,052 50
Fassoux.....	285 00
Gerrick.....	651 00
D H Holmes.....	325 63
Hagerty & Bro.....	2,595 00
Jackson & Co.....	1,050 00
D Kennedy.....	17 50
F S M'Cooley.....	20 00
McCann & Harrell.....	350 00
R J Patterson & Co.....	700 00
J Peterson & Co.....	90 00
Reynolds & Reese.....	386 40
G Rose.....	350 00
S Staffer & Co.....	39 70 <sup>00</sup>
Sapinot.....	61 50
Thompson.....	503 70
L Weiss.....	165 61
Spillman.....	1,105 92
Opeloussas R R Co.....	5,636 56
Baird.....	246 50
B Lewis & Co.....	162 00
Bein & Co.....	1,147 92
Brady & Co.....	284 69
Casbergne & Co.....	14 25
G Shakespeare & Co.....	31 20
Hobart & Foster.....	1,250 00
H A Gerrick.....	469 00
— Gregor.....	6,186 00
George King.....	3,006 35
Larousini & Co.....	569 00
Carr & Harrell.....	349 14
M McMalun.....	18 00
Carr & Harrell.....	819 44
“ “.....	965 08
McStae, Value & Co.....	105 00
Warnnick.....	205 00
J B Pruyne.....	191 18
S Staffer & Co.....	193 08
M Kelly & Co., see note (4).....	2,166 58
G King, “ “ (2).....	550 00
Stark, Staffer & Co.....	398 85
Harris & Co.....	1,089 90
Dyer.....	1,034 00
Brady & Co.....	878 70
Thomson.....	197 81 <sup>1</sup> / <sub>2</sub>

Shaw.....	309 05 <sup>1</sup>
Ram & Co.....	1,322 81
G B Sanborn.....	1,168 50
MeStae, Value & Co.....	4,156 29
G W Gregor.....	126 00
Davoren & West.....	29 00
“ “.....	62 94
Bloomfield & Steal.....	9 00
J R Dyer, (4 mess chests).....	90 00
H A Garrick.....	1,162 00
J G Jimines.....	260 75
50 battle lanterns, price unknown.	
Spearing & Bro.....	1,890 00
P Rosenfield & Co.....	705 00
Warfield.....	144 00
Derickson.....	60 00
M D Logan, (see note).....	1,047 00
A Barbot.....	33 00
P McGime, (see note).....	20 00
Wm Noble.....	1,010 00
H H Hamel.....	588 00
Lanch.....	9 42
Folga & Co (6 bowie knives).....	
D D Ligon.....	5 00
Mrs McKoy.....	9 56
Geo King (3).....	129 00
“ “ 4 double Sabots.....	32 00
“ “ 4 “ “.....	64 00
3 sheep skins.....	
Total.....	<u>\$51,774 59<sup>1</sup></u>

*Amount due, and becoming due for Ordnance and Ordnance Stores in  
New Orleans.*

Leeds & Co.....	\$113,660
Bennett & Lurges.....	90,000
John Armstrong.....	32,000
Mulliken & Lester.....	42,800
Philip McGuire.....	14,000
George Croner.....	75,000
M. D. Logan.....	8,000
Meekins, Kelly & Co.....	3,500
William Low.....	7,000
James Powers & Co.....	3,000
J. S. Simonds.....	3,000
K. S. Derrickson.....	2,500
A. Avegno.....	812
M. Bryan.....	41,600
J. Bonnin.....	48
A. Barbot.....	70
Cushmock & Odgen.....	17
— Carter.....	631
— Duhamel.....	395
DeMontrose & Gallot.....	161
George Folsom.....	1,052
— Fayssoux.....	285
— Gericke.....	651
D. H. Holmes.....	325

Huggerly & Brother.....	2,595
Jackson & Co.....	1,050
D. Kennedy.....	17
T. L. McConkey.....	20
McCann & Howell.....	350
R. T. Patterson & Co.....	700
Reynolds & Ruse.....	386
George Rose.....	1,750
S. Staffer & Co.....	39
— Lassinot.....	61
L. Weiss.....	165
— Spillman.....	1,105
Opelousas Railroad.....	5,636
— Baird.....	246
B. Lervis & Co.....	162
Bein & Co.....	1,147
Brady & Co.....	284
Casbergue & Co.....	14
G. Shakespeare & Co.....	31
Hobart & Foster.....	1,250
H. A. Gericke.....	46 9
— Gregor.....	6,186
George King.....	6,500
N. Larousini & Co.....	569
McCann & Howell.....	349
M. cMahan.....	18
McCann & Howell.....	819
McCann & Howell.....	965
McStea, Valur & Co.....	105
— Warwick.....	205
J. B. Prague.....	191
Stark, Staffer & Co.....	193
Stark, Staffer & Co.....	398
Harris & Co.....	1,089
— Dyer.....	1,034
Brady & Co.....	878
— Thompson.....	197
— Shaw.....	309
Run & Co.....	1,322
G. B. Sanborn.....	1,168
McStea, Valur & Co.....	4,156
G. W. Gregor.....	126
Davoren & West.....	29
Davoren & West.....	62
Bloomfield & Steel.....	9
S. R. Dyer.....	90
H. A. Gericke.....	1,162
J. S. Gormans.....	260
Spearing & Co.....	1,890
Paerseh, Rosenfield & Co.....	705
Mrs. Warfield.....	144
K. S. Derrickson.....	60

A. Barbot.....	33
William Noble.....	1,010
H. H. Harrell.....	588
— Lanet.....	9
T. D. Ligon.....	5
Folger & Co.....	36
Mrs. McKay.....	9
Amount Total.....	<u>\$490,862</u>

These sums are for work done and ordered, but not yet completed. There may be some smaller debts not included in this list, amounting to some seven or eight thousand dollars, making our whole indebtedness about \$500,000.

I have been at considerable trouble to get the different amounts; and in many instances, I find the prices charged not only exorbitant, but altogether out of proportion.

Respectfully, your obedient servant,  
(Signed)

R. D. MINOR,  
*Lieutenant C. S. Navy.*

*Capt. D. N. INGRAHAM, Chief of Bureau of  
Ordnance and Hydrography, Richmond, Va.*

*15th Question.* Did you adopt measures to ascertain and pay it as soon as you heard of its existence?

Commander M. I did, sir.

*16th Question.* Did Lieut. Kennon, while thus doing ordnance duty, keep you advised, or the department advised, of naval ordnance transactions in New Orleans?

Commander M. No, sir.

*17th Question.* Was it the duty of the ordnance officer to have kept you so advised?

Commander M. Yes, through his commanding officer.

*18th Question.* Were the duties of ordnance officer in New Orleans executed according to law and regulation?

Commander M. I think they were not.

Mr. SEMMES. Will you state the reason why they were not executed according to law and regulation?

Commander M. The expenditures exceeded the amount appropriated by Congress. That is the reason why they were illegal, and no regular returns having been made to the officer of ordnance and hydrography, prove that they did not comply with the regulations.

*19th Question.* Were the debts for ordnance and ordnance stores contracted with a due regard to economy and the wants of the service?

Commander M. As it turned out, they were contracted with a due regard to economy, but at the time they were purchased, we thought the prices paid were enormous. The articles purchased, however, so enhanced in price as to render them cheap subsequently. The wants of the service at New Orleans at that time did not require the large amount of purchases then made.

*20th Question.* Were the accounts and vouchers of ordnance trans-

actions regularly and formally kept with a view to strict accountability and the best interests of the country?

Commander M. Not to my knowledge.

*21st Question.* Did Lieut. Kennon, as ordnance officer, furnish you as his chief with accounts, reports or vouchers for the expenditure of the large sum you have mentioned?

Commander M. No, sir.

Mr. SEMMES. Did he furnish Commodore Hollins?

Commander M. If he did the Commodore did not send them to the bureau; it is his duty do so.

*22d Question.* Was it his duty to have done so?

Commander M. It was the duty of Lieut. Kennon to have furnished them through Commodore Hollins, whose duty it was to have transmitted them to my office.

*23d Question.* What efforts were made by you, under the direction of the Secretary of the Navy, to protect the public interests in and about ordnance expenditures in New Orleans, and to ascertain and pay them?

Commander M. Lieut. Minor was sent to New Orleans to make examinations and report. An inventory of all stores on hand was taken, and orders issued that no purchases were to be made by any officer of the laboratory or other stores, except by authority, and then through the navy agent, with the commanding officer's approval. The returns were required to be regularly made to the officer of ordnance and hydrography; and the commanding officer was instructed to pay no bills unless authorized by him. An officer from Richmond was sent to take charge of the ordnance at New Orleans, with instructions for his government. The commandant was instructed as to the approval of bills, and to furnish the office of ordnance with full returns, which orders were afterwards executed. The returns then became regular.

Mr. SEMMES. You say in your answer to question 19, that the debt contracted for ordnance stores was not contracted with a view to the wants of the service then at New Orleans? Did the wants of the service afterwards require them?

Commander M. Yes, sir.

Mr. SEMMES. Were they used for that purpose?

Commander M. They have been, and are now being used. I mean all that we saved.

The Committee then adjourned to meet at 10 o'clock on Thursday, the 26th inst.

THURSDAY, FEB. 26TH, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Semmes, (acting Chairman,) Lyons, Maxwell, Peyton and Barksdale.

Mr. JOHN T. SHIRLEY having been duly sworn, the following questions were put to him by Mr. SEMMES, on behalf of the Secretary of the Navy:

*1st Question.* State your name and residence.

Mr. SHIRLEY. John T. Shirley—my residence is Memphis, Tennessee.

*2d Question.* State your connection with the construction of the iron clad rams Arkansas and Tennessee, at Memphis.

Mr. SHIRLEY. I was the projector and builder of these vessels, so far as I was permitted to continue the work.

*3d Question.* What efforts did you make to obtain timber, machinery, iron for armor, and mechanics? State fully.

Mr. SHIRLEY. Well, sir, I re-built two saw mills, and extended them so that I could be able to saw long timber, and repaired the machinery. I brought timber for the deck frame, or the deck plank—all the pine timber—104 miles by railroad. The oak timber I brought from five different mills—one of them some ten or twelve miles off—one about five miles off, two about three miles off, and one immediately on the ground where I was building. I made all efforts in the power of man, I think, under the circumstances, to complete the vessel in the earliest possible time. The iron I obtained by purchase partly at Memphis and partly on the other side of the river in Arkansas. This was for the shield, and was altogether railroad iron. The bolt and spike iron I had rolled down on the Cumberland river. The first lot was seized by some parties at Nashville, supposed to be by Lieut. Brown. He, however, says it was not seized through him, that he got other iron; but my agent, whom I sent there to procure and transport this iron, said it was seized by him. It was taken to be put in some gun boats at Nashville that were to have their guns altered. I had the iron rolled again with some difficulty. The balance of the iron necessary I had to pick up in lots of from 50 to 100 pounds, all over the country. I sent to different places to find it. I sent to New Orleans, St. Louis, Mobile and Nashville for ship-carpenters, at considerable expense, with very little success. I applied to every commanding general for details of men, which were refused. Gen. Polk, I think, detailed six or eight men, when I wanted 100. He persistently refused to detail any more, notwithstanding the Secretary of the Navy wrote to him two different letters on the subject—one of which was presented by me, or by Mr. Waggner, who had been sent out there.

Mr. MAXWELL. Have you got a copy of that letter?

Mr. SHIRLEY. I have it at home—not knowing the purpose for which the Secretary of the Navy sent for me, I did not bring it with me. It can, however, be found on file in the department.

Mr. MAXWELL. You refer to that then as part of your testimony?

Mr. SHIRLEY. I do. I sent Mr. Waggner with this letter, and he delivered it in person to Gen. Polk, or to his adjutant, but he was compelled to come away without a reply. I then sent by Col. Haynes another very urgent letter, together with a copy of the letter of the Secretary of the Navy, which were both returned under cover to me at Memphis, without any sort of reply. I sent also a list of 30 odd carpenters in the army, whose localities I became acquainted with, so that there could be no difficulty in sending them, but without effect. I am satisfied that Gen. Polk desired the completion of the vessels, because he recommended the building of them; but for some cause or other, he would not detail the men. I brought in fact a letter from him to Mr. Mallory, recommending the plan of the vessels, and expressing a desire for their construction.

*4th Question.* Did you apply to the commanding general for a detail of mechanics—and if so, what was the result?

Mr. SHIRLEY. I have already stated that I did so, and the result.

*5th Question.* Were your efforts to complete the vessels delayed by any failure of the navy department to supply funds according to contract?

Mr. S. No, sir. I had great difficulty to supply some \$34,000 of funds myself, before I was entitled to money according to the stipulations of the contract, but the Secretary supplied funds very promptly, and sometimes in advance.

*6th Question.* Did the Secretary of the Navy, to guard against any delay, make advances of money to you before it was due, upon your application?

Mr. S. Yes, sir; he did advance more money than the stipulations of the contract required at that time, as I have already said, in order to obtain materials readily.

*7th Question.* What efforts did the Secretary make to aid you to get mechanics?

Mr. S. I have already stated that he wrote these pressing letter to Gen. Polk.

*8th Question.* Did you not carry a letter from him to General Polk, then commanding at Columbus, and which letter was read to you, urging a detail of mechanics for you, and showing the importance of an early completion of the vessel?

Mr. S. Yes, sir.

*9th Question.* Were you not repeatedly urged by the Secretary of the Navy to complete the vessels at the earliest possible moment.

Mr. S. I was, sir.

*10th Question.* Were any vessels of war ever before built at Memphis?

Mr. S. Never.

*11th Question.* Was your work prosecuted with all possible energy, and did you employ every available means to complete the vessels?

Mr. S. Yes, sir. I have the reputation of having rather more energy than most men in that country, and I certainly exercised it to the fullest extent, but we had great obstacles thrown in our way by the operations of the army; but of course it was not designed to retard us, the obstacles being, doubtless, unavoidable.

*12th Question.* Within what time did you contract to complete the vessels?

Mr. S. Four months.

*13th Question.* How far was this time exceeded?

Mr. S. I think something over three months—which was the result of causes never apprehended, when I entered upon their construction. I had to move the vessel to Yazoo City, where she was nearly completed, when the naval officers moved her to Greenwood, on the Yazoo river. That was done in obedience to a dispatch from Gov. Pettus, of Miss., to Commander McBlair, stating the enemy's vessels were coming up the river. This course was very disastrous, as it resulted in the loss of a barge laden with 400 bars of drilled railroad iron, each bar having six holes drilled through it. It took several weeks afterwards to repair that injury, inasmuch as the steam machinery constructed at Memphis

for that purpose was taken down, and had again to be constructed—and then before it was used it was again taken down, and finally we had to take it almost by force. I had men drilling on the balance of the iron when Memphis was taken. We never got it all, and the vessel was rather badly finished, because of this accident.

*14th Question.* By whom were you presented to the Secretary of the Navy, and endorsed as a fit and suitable person to build vessels at Memphis?

Mr. S. By Mr. Currin, the member from Memphis, which is my district; by Mr. Wright and Atkins, of Tennessee, Johnson, of Arkansas, and perhaps one or two others. I had also a letter from Gen. Polk to the Secretary, recommending me as a suitable person to build these vessels, and recommending the plan of them.

Mr. SEMMES. When was the Arkansas removed from Memphis to the Yazoo river?

Mr. SHIRLEY. I have not the exact date now in my memory—it was probably in March. It was some four weeks perhaps before Memphis fell, but after New Orleans had fallen, for they thought the enemy's fleet were coming up the river, and it was this that led to her removal.

Mr. SEMMES. You must be mistaken, for New Orleans did not fall until April.

Mr. SHIRLEY. It was April then, I am satisfied, because I had to take some chances of getting into the Yazoo river with some iron and copper work.

Mr. SEMMES. When did you commence the building of the Arkansas?

Mr. SHIRLEY. In October, I think. By reference to the contract it could be ascertained. As I said, I was not aware of the nature of my business here when telegraphed for by the Secretary, and consequently did not charge my memory in reference to dates, or bring with me any documents which could direct me.

Mr. SEMMES. Do you recollect how soon after the contract was executed you commenced work?

Mr. S. I think ten days.

Mr. SEMMES. Did you commence the Tennessee simultaneously with the Arkansas?

Mr. S. Yes, sir.

Mr. SEMMES. Were both included in the same contract?

Mr. S. Yes, sir.

Mr. SEMMES. How far completed was the Tennessee when she was destroyed?

Mr. S. Her frame was completed and they were planking her. All the material was on the ground, and just out ready to be put together, except two lots of lumber at the Memphis and Charleston railroad depot; this was deck plank, &c.

Mr. SEMMES. You say all the material was on the ground. Do you include in that the iron for her?

Mr. S. No, sir, not for her. The iron for her was on the opposite side of the river, contracted for, but not paid for—nor delivered. I only paid for the iron for the Arkansas.

Mr. SEMMES. The Tennessee, then, was destroyed on the stocks?



Mr. S. Yes, sir.

Mr. SEMMES. When did you say she was destroyed?

Mr. S. The evening before the fall of Memphis, by authority of the provost marshal.

Mr. SEMMES. How far completed was the Arkansas when she was removed from Memphis?

Mr. S. Her wood work was entirely complete, with the exception of finishing up the cabin. The iron was on the hull nearly up to the main deck; the machinery was all on board, and we were completing it at Yazoo City.

Mr. SEMMES. How many men did you have at work on the Arkansas?

Mr. S. I had, at various times, from 20 to 120. I could not get any military power to detail men, and I had to keep those in my employ by advancing their wages whenever they demanded it. I frequently applied for this detail, but could not get it until a few days before the vessel was removed.

Mr. SEMMES. By whose orders was the vessel removed from Memphis?

Mr. S. By order of the Secretary of the Navy.

Mr. MAXWELL. Did you employ all the ship-carpenters you could get?

Mr. S. Yes, sir; and not only ship-carpenters, but house-carpenters, and, in fact, every man I could get that could do anything in forwarding the completion of the vessel. There were plenty in the army, whose regiments I named, but I could not get them.

Mr. MAXWELL. Did you confine your efforts to procure men to Memphis and the other cities you named—New Orleans, St. Louis, &c.?

Mr. S. No, sir. I sent even to Charleston and Mobile. I obtained some from Richmond, and three or four from Baltimore.

Commander JOHN M. BROOKE having been next sworn, the following questions were put to him by Mr. SEMMES on behalf of the Secretary of the Navy:

*1st Question.* Do you know anything about the origin of the iron-clad ram Virginia? If so, state all you know.

Commander BROOKE. Yes, sir; I know of her origin, because I was concerned in originating the ship. The Secretary and myself had conversed upon the subject of protecting ships with iron-cladding very frequently, and at last I proposed to him a plan. That was about early in June, 1861, just after the Secretary came here from Montgomery. He approved of the plan, and I asked him to send to Norfolk for some practical ship-builder, to draw out a plan in detail. He sent for one, and one of the employees of the yard, whose position then I did not know, except that I knew he was not a regular constructor then, was sent up. He said he knew nothing of drafting, and although he approved of the general plan, he could not make the drawing. This was what I wanted done chiefly. He was here a few days, and complained of being made sick by the water, and was therefore permitted to return to Norfolk. I then determined to go on with the drawing myself, but asked the Secretary to send for the naval constructor at Nor-

folk, and naval engineer, so that they might be consulted in relation to the vessel. They came up, and this constructor brought with him a model. I should have said that the name of the constructor was J. L. Porter. This model is now one of the models in the Secretary's room. It consisted of a shield and hull, the extremities of the hull terminating with a shield, forming a sort of box or scow upon which the shield was supported. The Secretary directed the constructor, chief engineer Williamson and myself to meet him at my office here. We met there, and this model was examined by us all, and the form of the shield was approved. It was considered a good shield, and, for ordinary purposes, a good boat for harbor defence. The Secretary then called the attention of Mr. Porter and Mr. Williamson to the drawing, giving a general idea of the vessel I proposed. The difference between the model and my drawing consisted in the one I proposed having the ends prolonged and shaped like those of any fast vessel, and in order to protect them from the enemy they were to be submerged two feet under water, so that nothing was to be seen afloat but the shield itself. The object of having these parts of the vessel submerged was to gain speed and to have buoyancy without exposing the hull, and to avoid increasing the draft of water. Mr. Porter and Mr. Williamson, after looking at the drawing, approved of it, and the Secretary directed us to get up a vessel on that plan. Mr. Porter's shield and the one I proposed were almost identical—Mr. Porter being a draftsman, immediately drew a plan of such a vessel of comparatively light draft. I think she was to draw something over eight feet of water. Mr. Williamson and myself went to look for engines. We went to the Tredegar works and inquired there, but there were no suitable engines to be had. Mr. Porter completed the draft, and it is now in my office. Mr. Williamson subsequently stated that the engines of the Merrimac could be repaired, and made available, but that they could not be used well in any other vessel unless she had equal draft of water, or nearly equal. Mr. Williamson proposed to put the shield on the Merrimac. Mr. Porter and myself thought the draft too great, but were, nevertheless, of opinion that it was the best thing that could be done with our means; and Mr. Porter was ordered by the Secretary to Norfolk to make a plan of the vessel, in accordance with the plan which we had approved, and which I mentioned before as having been submitted to the Secretary. Mr. P. did so. He sent up drawings which were of the same general description as those he made before in accordance with my suggestion. Mr. Porter was directed to perform all the duties of constructor in connection with the alteration of this ship, Mr. Williamson was directed to attend to the engines, and I was directed to attend to having iron prepared in Richmond for her; and the work was then prosecuted with all the energy possible, in my opinion. It was a difficult matter to get iron from Richmond to Norfolk, there being over 700 tons of iron sent down in the course of her construction.

After the vessel was launched Mr. Porter stated to me that he had accidentally omitted in his calculation some weights which were on board the ship, in consequence of which she did not draw as much water when launched as he anticipated. I suppose that is about all that is required in connection with that ship. The Secretary was constantly urging on the parties at the yard to hasten the construction of

the vessel. He was of the opinion that vessels of that description would be the most efficient and the most formidable in the world for the purpose for which she was intended.

Mr. MAXWELL. Was it a part of the original plan that she should have a ram?

Commander BROOKE. It was embodied in the original plan; we always intended that she should be a ram. All iron-clad vessels are built as rams. Putting a beak on a vessel depends altogether upon the opinion of persons. The stem of a strong vessel serves as a cutter or beak without being at all prolonged in advance of the ship proper.

*2d Question.* Do you know what were the views of the Secretary of the Navy then and subsequently, as to iron-clad rams? If so, state them, and state how you know them, and also, what his course was with the Jamestown and Patrick Henry, the first vessels of the navy in Virginia.

Commander BROOKE. In conversations with the Secretary I always have been under the impression that, for purposes of coast defence, he conceived that iron-clad rams were the best vessels. I infer that from the fact that in speaking of them he always regarded them as the best for this purpose; and he caused iron-plating to be applied to the first vessels which were on James river—the Patrick Henry and Jamestown. This he did to protect their engines, &c.

Mr. MAXWELL. About what time was that?

Commander B. I do not recollect the dates very well. The records in the office will show. A long beak was to have been cast for the Patrick Henry or Jamestown, but it was laid aside because the foundry was required to have guns cast, and the construction of this would interfere seriously with the casting of ordnance, &c. The vessel was of such a structure as to have rendered it hazardous to approach a vessel armed with heavy guns, such as she would have been likely to encounter in Hampton Roads.

*3d Question.* Were his views in favor of iron-clad rams over wooden vessels, and particularly his views of converting the Merrimac into an iron-clad ram, opposed by leading officers of the navy?

Commander B. Yes, sir. The Secretary, as I say, has always been in favor of rams and iron-clad vessels. I believe that Commander Maury was opposed to the construction of iron-clad vessels, such as the Merrimac, preferring small wooden gun boats.

Mr. SEMMES. Were these opposed by any one else but Commander Maury?

Commander B. I do not remember, but I know that so little was known by our people generally, officers included, about iron-clads, that very few people were willing to express an opinion until the experiment had been made.

*4th Question.* Do you know anything of the means adopted by the Secretary, as to division of labor, &c., to expedite the completion of the Merrimac? If so, state them.

Commander B. Yes, sir. I have stated in answer to one of the other questions, that Mr. Porter was ordered to perform the duties usually performed by a naval constructor; Mr. Williamson to attend to the engines, and myself to attend to the preparation of iron. When the ship was approaching completion, Lieut. Catesby Jones was ordered to Norfolk, to put her battery in order at the earliest moment.

*5th Question.* Do you know anything of the tests and experiments made incident and necessary to her successful completion? If so, state them.

Commander B. Yes, sir. I was directed by the Secretary to fire at iron-plating with the guns at Jamestown Island. We constructed first a target from a plan proposed for the Merrimac's shield. The wood was about twenty-four inches thick; the iron three inches thick, consisting of one-inch plates three deep; the surface target was inclined at an angle of about thirty degrees with the horizon. At a distance of about three hundred yards, eight-inch solid shot; with a charge of ten pounds of powder, penetrated the iron, and entered five inches into the wood; and this was the case with several shots—some seven or eight. It was then thought proper to increase the thickness to four inches. A new target was constructed, of which, the plates were two inches thick, forming two layers. Eight-inch shot, with ten pound charges, and nine-inch shells, weighing about seventy pounds, with ten pound charges, were fired against the target. The outer plates were shattered; the inner were cracked, but the wood was not visible through the cracks in the plating. The original plan contemplated the first plating described, but this experiment indicated the necessity of increasing the thickness to four inches—which was done. The eleven-inch shot of the Monitor would have penetrated the shield of the first description, I think, very readily; but it did not penetrate the four-inch shield in the battle. These were the experiments. I might mention in that connection, that I was assisted in making this experiment by Lieut. Catesby Jones, who is perfectly conversant with everything that relates to ordnance.

*6th Question.* Do you know of anything of the novelties and difficulties of her construction, how they were overcome, both as to her hull and her armament? If so, state them.

Commander B. The novelty of the hull consisted in submerging the ends; but no experiment could be made to determine how it would succeed. Four of the guns were rifles, made at the Tredegar works in Richmond, under my direction, and by drawings furnished by me. The remainder of her battery were nine-inch Dahlgreen shell guns. The rifle guns were intended to throw bolts as well as shells, but owing to the fact that the enemy had no iron-clad afloat at the time she first went out, and there being a great pressure upon the works for projectiles of other kinds proper to use against wooden vessels, she was not furnished with bolts. If she had been, the experiment made here with guns of the same calibre show, that the turret of the Monitor would have been penetrated by them. Everything connected with the ship, except the old hull, was novel, so far as practical application was concerned, and the difficulties were overcome as they presented themselves, by consultation, reflection and study.

*7th Question.* State the course of the Secretary of the Navy as to improvements of naval ordnance and projectiles, and to what it has led.

Commander B. The Secretary has stimulated improvements to a very great extent. I have at different times presented plans and models of guns to him, and he has generally approved of them. We now have guns as powerful, in my opinion, as any in the world, of the same class, and there are probably not more than one or two guns in the

world more powerful, if as powerful, as the one on board the Richmond. We broke eight inches of iron with that gun on yesterday. The eight inches of iron were composed of four layers of plates, each plate two inches thick and eight inches wide, and about eight feet in length. The layers of plates were placed alternately vertical and horizontal, and were bolted to twenty-two inches of timber backing, the whole supported in rear by clay abutting against Drewry's Bluff. It was in a ditch, so that the top of the target came up on a level with the ground, and then the ditch was filled up in the rear, making it a solid mass. The charge of this gun was twenty-five pounds of powder. The gun is a rifle, and the bolt was of wrought iron, and weighed one hundred and forty pounds. It broke three layers of plates, so that pieces came out, and broke the remaining plates, and pushed it firmly in the wood, so that the fibres of the wood were projecting in cracks. It is my opinion, if the clay had not been there, the shot would have broken entirely through the iron and wood. That target was about two hundred yards off. The Secretary has always been ready to examine plans proposed, experiments, &c., and whenever there was a chance of success, has given them such encouragement as was in his power.

Mr. SEMMES. When was the Virginia commenced?

Commander B. The order was given to construct a vessel on that plan on or about the 23d of June, 1861.

Mr. SEMMES. When was she completed?

Commander B. She was completed within a day or two of the time she went out, which was in March.

Mr. SEMMES. When you spoke of the Gloire or the Warrior as an iron-clad vessel, although it has the capacity of running down a vessel opposed to it, do you speak of them to convey the idea of ram, in the meaning of the word ram?

Commander B. I should call the Gloire a ram, but her battery is so heavy that it predominates—I should think her more of an iron-clad ship; but generally speaking, I should consider an iron-clad to be a ram. I consider the Gloire a ram.

Mr. SEMMES. An iron-clad vessel is necessarily a ram, but can you use the term "ram" to vessels of the class I have indicated; does it not convey the idea that a ram is constructed with a peculiar view of destroying other vessels by butting up against them, rather than by armament?

Commander B. Yes, sir. When I speak of a ram particularly, then I should regard it as doubtful, whether she had armament or not; but when I speak of iron-clad vessels, I intend to convey the idea that they are also rams, but carrying armament.

Mr. SEMMES. When these conversations were held with the Secretary of the Navy, they were held here at Richmond?

Commander B. Yes, sir.

Mr. SEMMES. When these plans were submitted to him in the manner stated, was the predominating idea that of constructing an iron clad vessel, or one peculiarly for ramming purposes?

Commander B. For both—to act as ram and battery. Any strong ship can run another down whether she has a break or not, and the greater the weight and strength of the vessel, the greater the momen-

tum. If a man spoke to me of a ram, I should infer that she had only a strong cut-water. I should not take it for granted that she had a beak. There are some persons who think that it is necessary for a vessel to have a beak in order to run another vessel down and sink her. Such is not the case—the stronger and heavier vessel, the advantages of collision being equal, will run the other down whether she has a beak or not. In the accidents which have happened demonstrating the power of ships to run each other down, the damage has been done by the stem or cut-water.

Mr. SEMMES. The Merrimac had a beak put upon her—had she not?

Commander B. Yes, she had a piece of cast iron; but it was left, they say, in the Cumberland.

Mr. SEMMES. When was it determined in the course of her construction to put this upon her? It was not a part of the original plan?

Commander B. It was not determined to put it on in that particular form. It was supposed that the projection beyond the shield submerged would be sufficient as a beak; but Mr. Porter decided to put on the iron beak which she carried.

Mr. SEMMES. When was that?

Commander B. The vessel was pretty well advanced when the beak was put on. The shield was up.

I will state in connection with the subject of bolts as pertaining to the fight between the Merrimac and Monitor, that when the Merrimac subsequently, under the command of Flag Officer Tatnall, challenged the Monitor to come out from under the protection of Fort Monroe into deeper water, the Merrimac had a supply of wrought and cast iron bolts.

The Committee then adjourned to meet again at 10 o'clock on Saturday next, the 28th inst.

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### SATURDAY, FEB. 28, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, (Chairman,) Dupre, Maxwell and Barksdale.

Mr. JOHN RAY having been duly sworn, the following questions were put to him by the CHAIR, on behalf of the Secretary of the Navy.

*1st Question.* State your length of residence in New Orleans, and your business?

Mr. RAY. My length of residence in New Orleans is since 1842. My business when I came there was that of architect. I have been in the employ of the government since June, 1849, in the building of the Custom House, and for the last six years since the building was going on, architect under Gen. Beauregard, then Mayor Beauregard. When the State went out of the Union, the building was of course stopped, and I was employed sometime after by Ex-Governor Hebart, in the manufacture of gun-carriages for the army, and subsequently by Commodore Rosseau of the navy. I was fully conversant with what was going on with regard to the defence of New Orleans from that down.

*2d Question.* Have you any knowledge of the construction of the ship Mississippi by the Messrs. Tift in New Orleans? If so, state your means of information and of judging thereof.

Mr. RAY. A telegraphic dispatch came to Commodore Hollins, inquiring what such engines as those required for the Mississippi could be constructed for. I was then in the employ of Commodore Hollins, and was sent around to the various foundries in the city to ascertain what they would cost, and to get estimates for the same. I succeeded only in getting two—one from Leeds & Co., the other from Kirk. These estimates were forwarded by Commodore Hollins to the department, and amounted in one instance to \$30,000, and I think in the other to \$65,000. I speak altogether from memory. Sometime afterwards the Messrs. Tift came to New Orleans, and were introduced to me by Commodore Hollins. They hired a carriage, and we went together around to the various foundries. I gave them the information they most needed, and being strangers there, I took occasion to tell them the character of the various houses that they were likely to be connected with. In short I gave them all the information I could.

My means of judging of the construction of the Mississippi was, that the Messrs. Tift submitted the plan to me for my opinion, which I gave. I was opposed to it, so far as the capacity of the boilers was concerned; but this difficulty they removed upon my producing proof that that was a serious defect.

*3d Question.* Do you know anything of the difficulties in New Orleans in the way of constructing such a vessel as the Mississippi when the Tifts began their work, and how they proceeded to surmount them? If so, state fully your knowledge.

Mr. RAY. Yes, sir. There is very great difficulty in constructing such a vessel. A vessel on the plan of the Mississippi was never constructed there before, and everything was unfavorable to these gentlemen when they came there. I myself got up a plan of a vessel, not similar, but of the same character; but I failed to do what they did, although I had been 20 years in New Orleans. They proceeded to surmount the difficulties in their way by asking me to accompany them to the different manufacturers and introduce them. I told them when they came there, that they would find it difficult according to my judgment, to secure men in New Orleans of sufficient experience to carry on that work. I was astonished at the rapidity with which they went on with the work, notwithstanding all they had to contend with. There was no man in New Orleans who was more conversant with the state of things there in regard to contracts and work of this character than I was, having executed government contracts frequently; and I always found great difficulty in getting work done there. I found that contractors would rarely fulfill their contracts, and would almost invariably disappoint in the matter of time. This they were compelled to do in a great measure for want of proper facilities.

*4th Question.* How was the work on the ship prosecuted? State how you were impressed by the general course of these gentlemen. State your knowledge and judgment fully of their energy, zeal and ability in this work.

Mr. RAY. It was prosecuted with rapidity, in my judgment—with astonishing rapidity, I might say. I thought they were astonishingly successful in this work. Their energy was very satisfactory, so far as I could judge, and their success such as to have excited in me a somewhat jealous feeling. They found out, by some means, that I had

some material which could not be found elsewhere, and by their energy and tact they managed to get it, through the Commodore, though I intended to retain it for my own use. It was material for the helm or rudder which could be had no where else. Their ability, not being mechanics, was of the first order, and their constructor, Mr. Pierce, was, I might say, a remarkable man. In fact, if we had done as well for ourselves as they did, we never would, in my opinion, have lost New Orleans. They worked with all the zeal and energy possible.

Mr. DUPRE. You speak of two engines that you said you had succeeded in getting estimates for. Were these engines ever made for the Mississippi and put in her?

Mr. RAY. They were made and partly put in.

Mr. DUPRE. They were procured in the city, though not put up?

Mr. RAY. Yes, sir, they were, and most of them were put in before the Mississippi was destroyed.

Mr. DUPRE. In referring to the embarrassments encountered by the Tifts you speak of the difficulty of procuring machinery, timber, &c. Were not these materials to be found in the city?

Mr. RAY. Not readily. The timber, for instance, had to be brought from across the lake, or down the railroad; most of it, I think, came across the lake.

Mr. DUPRE. Then, if I understand the purport of your whole evidence, it resolves itself into this—that in view of the embarrassments that these gentlemen met with in the city for the building of such a boat as the Mississippi, you believe that the boat was completed, to the extent that she was completed at the time of the fall of New Orleans, astonishingly rapid?

Mr. RAY. That is my opinion, and that instead of censure these gentlemen deserve praise from the citizens of New Orleans.

Mr. EDWARD M. TIDBALL having been next sworn, the following questions were put to him by the CHAIR, on behalf of the Secretary of the Navy:

*1st Question.* State what position you hold in the navy department, and how long you have held it.

Mr. TIDBALL. Chief clerk of the department. I have held it since the 13th of March, 1861.

*2d Question.* Do you know when the the agents of the navy department were sent abroad by the Secretary under secret acts Nos. 116 and 117, approved May 10th, 1861? If so, state.

Mr. TIDBALL. Yes, sir. One agent was sent the day after the approval of bill No. 116, and the orders of the other were dated the 17th of May, seven days after the passage of the bill, and he left the Confederate States, I think, about the 25th.

*3d Question.* How long after authorized by law, did the Secretary send his agents abroad to purchase vessels and supplies, under act No. 116?

Mr. TIDBALL. The next day. The instructions to the officer were prepared the day before the bill passed, and the day after—the 11th of May—he left the city.

*4th Question.* How long after authorized by law did the Secretary send his agent, under act No. 117?



Mr. TIDBALL. His instructions were prepared on the 17th of May, and he left the Confederate States on the 25th of May.

*5th Question.* State the action of the department in sending agents to the North and to Canada, to procure vessels for the navy, and the dates, and what was the result.

Mr. TIDBALL. There was an officer in New York on the secret service of the government at the time. The first order given to him was on the 13th of March, 1861, to examine and ascertain whether vessels could be purchased there suitable for war-vessels, or to be converted into war-vessels, and if he found any, he was authorized to procure them. On the 19th of March an officer was sent from Montgomery in connection with an accomplished engineer, to examine the steamers in New York, Philadelphia and Baltimore, with a view to purchase any that could be found suitable for war-vessels, either for cruising or for coast defence. These gentlemen came back and reported that they had examined all the steamers at these points, and that they found but one vessel suitable for war purposes, and that was the steamer *Caroline*, of Philadelphia. On the 13th of April they were ordered to return north with a view to purchase the *Caroline*, and also to proceed to Canada and examine the steamer *Peerless*, as well as two steamers at Mystic, Connecticut. They were prevented from pursuing their journey farther than Baltimore, owing to the disturbances which broke out there on the 19th of April, and accordingly returned.

On the 3d of May an agent was sent to Canada to examine all the steamers that he could find there, as well as in Boston and New York. He returned to Montgomery about the 5th or 6th of June, and telegraphed to the Secretary to this point, stating that he found that all the available steamers at these places were purchased or chartered by the Northern Government.

*6th Question.* Produce the official instructions to Captain Rousseau, then in command at New Orleans, in relation to purchasing, building and fitting out vessels-of-war, from the 15th of March to the 1st of August, 1861.

Mr. T. On the 17th of March, 1861, he was directed to inquire whether vessels susceptible of being prepared and promptly and properly armed and fitted for coast defence could be purchased in New Orleans, and at what cost. His attention was directed to two steamers in particular. In this service, two other officers, Commander Farrand and Lieut. Chapman, were associated with him. That was the first order to him. They reported that none of these vessels could be made suitable for war vessels. [Mr. T. exhibited the reports as he proceeded.] The Secretary then directed them to examine the *Habanna* and *Marquis de Habanna*. They did so, and these vessels were afterwards purchased, the former being subsequently called the *Sumter* and the latter the *McRae*.

On the 27th of March instructions were given to him, and specifications furnished for building vessels. On the 22d of April he was ordered to examine the propeller *Florida*. He did so, and having reported favorably, she was afterwards purchased and fitted up on the lakes. On the first of May his attention was directed to the examination of the steamer offered for sale by Hollingsworth & Co., of Wilmington. He did so, but the vessel did not arrive at New Orleans, though he re-

ported she was on the way. The *Star of the West*, which was captured at Texas, was handed over to him, and he was directed to use her as a receiving ship, inasmuch as she was not adapted to war purposes.

On the 4th of May he was instructed to inquire whether wrought iron plates of any given thickness, from  $2\frac{1}{2}$  to 5 inches, could be furnished by any of the iron works at New Orleans. He reported that none could be rolled of that size and thickness.

On the 7th of May he was instructed to examine the steamer *Miramón*. He did so, but reported against her.

On the 9th of May he was instructed to purchase and fit out a fast tug, capable of carrying one heavy gun. He purchased the steamer *Yankee*, afterwards called the *Jackson*, and fitted her out.

On the 18th of June he was instructed to complete the *McRae* and the *Jackson* as rapidly as possible and send them to communicate with Gen. Pillow, at Columbus, and then return to New Orleans.

On the 17th of June he was telegraphed to propose to Messrs. Harris & Morgan to take one or two of their steamers at a price to be determined by three appraisers. These gentlemen declined to consent to an appraisalment, and no further action was had in the matter. He was also instructed to fit out the cutter *Pickens*.

On the 2d of July he was directed to furnish to the person to be designated by the Hon. C. M. Conrad, a 9-inch gun and ammunition for the *Manassas*.

On the 9th of July he was ordered by telegraph to arm and officer such steamers as Governor Moore and General Twiggs might turn over to him. None were turned over, however.

On the 10th of July he was ordered to purchase and fit out the steamer *Pamlico* on the lake, for lake service.

On the same day he was ordered to build two gun boats, one in Mobile and one in New Orleans. Plans and specifications for these boats were forwarded to him, but by direction of the Secretary, at the suggestion of Capt. Rousseau, they were both built at Mobile.

On the same day he was authorized to contract with John Hughes & Co. for the vessel described in their offer to the department.

On the 13th of July he was authorized to fit out the schooner *Wm. B. King* for service at St. James' Parish.

On the 16th of July he was authorized to build six barges, and at the same time was informed that that was important and that he must urge on the construction of the vessels at the earliest moment possible.

On the 31st of July Commodore Rousseau was relieved and Commodore Hollins ordered to take charge.

*7th Question.* Look at page 142, Officers' Letter Book No. 1, and state whether the original of this letter was sent to Capt. Ingraham, and state in substance his report. Read the letter.

The letter is as follows:

CONFEDERATE STATES OF AMERICA,  
*Navy Department,*  
 Montgomery, *May 20th, 1861.*

}

Captain DUNCAN N. INGRAHAM, *C. S. N.,*

*Montgomery, Ala.—*

SIR: Upon the receipt of this order you will proceed to ascertain the practicability of obtaining wrought iron plates of from two to three inches in thickness.

The "Tennessee iron works" have, I am informed, rolling mills for heavy work. They are on the Cumberland river, in Stewarts' county, Tennessee.

Daniel Hillman & Co. have a rolling mill on the Cumberland, in Kentucky, some forty miles below the former works, and there is said to be a rolling mill at or near Atlanta, Georgia.

These plates would require to be made uniformly, and punched.

You will ascertain as early as practicable, whether the plates of this thickness can be furnished, and their form, dimension, weight, and price per pound must be stated, together with the best means of forwarding them to New Orleans.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

Captain Ingraham reported that he had visited the rolling mills in Tennessee, and was informed by Messrs. Hillman & Co., the owners of one establishment, that they would not undertake to roll iron for the Confederate States in the then condition of the country in which the mills were located; and by Messrs. Woods & Co., the owners of the other establishment, that they were not prepared to roll such heavy work under any circumstances.

He then visited the mills at Atlanta, Georgia, and was informed by the owners that they could not roll such iron as it would involve an entire change in their mill, which they declined to make at that time. Afterwards, in November, 1861, I think, they did change their mill, and have been rolling iron for plating vessels ever since.

*8th Question.* Look at page 198, miscellaneous record, book No. 1, and state whether the original of the letter dated 8th May, 1861, was sent to the chairman of the committee of naval affairs.

Mr. T. Yes, sir, it was sent to him. It relates to iron-clad steamers.

[This letter is embraced in Mr. Conrad's testimony.]

*9th Question.* Look at pages 332 and 333, miscellaneous record, book No. 1, dated July 31st, 1861, and state whether the originals of those two letters were written and sent to the chairman of the naval committee.

Mr. T. They were.

*10th Question.* Do you know anything of the transaction between the Navy and Treasury Departments, referred to in the letters of July 30th and 31st, 1861, of the Secretary of the Navy to the Hon. Mr. Conrad, chairman of the committee of naval affairs, and also in his unofficial note to Mr. Conrad, of March —, 1862? If so, state it.

Mr. T. Yes sir. I will state my recollection of it, which has been somewhat refreshed by an examination of the records.

The day after the passage of the two secret acts, Nos. 116 and 117, funds were required for the agent to be sent to Europe. I took these two acts to the Secretary of the Treasury, drawing a requisition for \$600,000 of the fund appropriated, to be placed to the credit of one of the agents in England. The Secretary of the Treasury stated that it could not be done, and assigned as a reason why it could not, that the appropriation did not bring money into his treasury; that no estimate had been submitted to him; that no provision had been made for it, and that, therefore, he could not supply the funds. Afterwards, during the day, at his suggestion, a requisition was drawn under another appropriation, to supply this fund, and the funds were supplied and the agent despatched with \$600,000.

On the 30th of July the Secretary of the Treasury was requested to charge that amount to its proper appropriation, other funds being required to be sent abroad; and he replied that as Congress was in session, some action was necessary; and hence the two letters of the Secretary of the Navy, of the 31st of July, to Mr. Conrad, explaining the matter and asking that Congress would take action with reference to it. No action was had, however, Mr. Conrad not seeming to think that any was necessary. After the adjournment of Congress the President authorized the transfer to be made, under the act authorizing him to do so. The estimates were submitted by him afterwards to the Congress that met subsequently, viz: in July, 1861, and provisions were made for the money. We then had funds enough, but it was some time before they were made available—two or three months, perhaps. I recollect this transaction, because Mr. Memminger insisted that estimates were not furnished, and that he should have them. I then prepared estimates for the three millions, got them approved by the President, and had them sent to Congress and to the Secretary. I will mention one thing in this connection—that while the agent that was sent abroad under the act No. 117 was in Savannah, waiting for a vessel to be off, the Secretary of the Navy, on the 21st of May, sent him the following despatch: "Appropriation not available; bill failed for present; make all inquiries and estimates; ascertain price of building, but do not contract without further advices from me."

Mr. Conrad came to the department, and as well as I recollect, we made the estimates after the bills had passed, and sent them to Congress, and also to the Secretary of the Treasury, in order that provision might be made for them before Congress adjourned. They were under consideration, and Mr. Conrad stated to the Secretary of the Navy that the bills had failed, that Mr. Memminger opposed it, and that Congress did not feel disposed to pass the appropriation at that time. That was, as well as I can recollect, the substance of the conversation, and hence this despatch to the agent, of May 21st, 1861.

*11th Question.* Look at page 330, miscellaneous record book, No. 1, date July, 1861, and state whether the original of that letter was written and sent to the Chairman of the committee of naval affairs.

Mr. T. Yes, sir, it was, and an estimate sent with it for \$800,000, which was appropriated. It was intended to prepare floating defences for New Orleans and the Mississippi river.

12th Question. Look at page 407, miscellaneous record book, No. 2, dated March 29, 1862, and state whether the original of that letter was written and sent to the President.

Mr. T. Yes, sir, it was.

13th Question. Look at page 3, miscellaneous record book, No. 2, dated December 16th, 1861, and state whether the original of that letter was written and sent to the chairman of the naval committee.

Mr. T. Yes, sir, it was. That letter related to the report of the board of officers on the plan of Commander Maury for one hundred gun boats.

14th Question. Look at page 38, miscellaneous record book, No. 2, dated December 24th, 1861, and state whether the original of that letter was written and sent to Gen. Polk, and by whom.

Mr. T. Yes, sir, it was. This is a letter to Gen. Polk, dated December 24th, 1861, then in command at Columbus. It was sent to the General by Mr. Shirley, asking a detail of mechanics to enable him to complete the gun boats Arkansas and Tennessee.

CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, *December 24th*, 1861. }

*Major-General L. POLK,*  
*Commanding forces at Columbus, Ky.—*

SIR: The completion of the iron-clad gun boat at Memphis, by Mr. Shirley, is regarded as highly important to the defences of the Mississippi.

One of them at Columbus, would have enabled you to complete the annihilation of the enemy.

Had I not supposed that every facility for obtaining carpenters from the army near Memphis would have been extended to the enterprise, I would not have felt authorized to have commenced their construction then, as it was evident that ruinous delays must ensue, if deprived of the opportunity of obtaining mechanics in this way.

These vessels will be armed with very heavy guns, and will be iron-clad, and with such aid as mechanics under your command can afford, they may be completed, I am assured, in sixty days.

May I ask, therefore, that you will extend to this department the necessary aid. The men may be furloughed for this special service, and the highest current wages will be paid them.

The department to induce the construction of the boats, has to be in advance to Mr. Shirley, and the government may be said to be exclusively interested in their speedy completion.

I have also to ask, that if practicable, a guard be assigned to protect these vessels. Though Mr. Shirley stands in the light of a contractor, he seems to have been guided also by patriotism, and an unselfish desire to do all in his power to serve us, and has undertaken to construct the vessels at our own estimates.

Unless mechanics could be obtained from the forces under your command, the completion of these vesels will be a matter of uncertainty, and the government will lose their services, and sustain all the pecuniary loss.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

[This letter was referred to by Mr. Shirley in his testimony before the Committee on Thursday, the 26th instant.]

*15th Question.* Look at page 79, miscellaneous record book, No. 2, dated January 12th, 1862, and state whether the original of that letter was written and sent to Gen. Polk, and read the extract relating to detail of mechanics to work on gun boats at Memphis.

Mr. T. The original of this letter was sent to Gen. Polk. The extract referred to reads—

“Mr. Shirley, who is constructing the iron-clad gun boats at Memphis, will fail in completing them within the stipulated time, entirely from the difficulty of obtaining workmen, and I beg leave to repeat my suggestion that carpenters detailed from your forces for the purpose, on furlough or otherwise, as is done here, would enable us to have the use of these vessels at an early day; whereas, without their aid, it is impossible to say when they can be finished.”

*16th Question.* Look at page 96, miscellaneous letter book, No. 2, and state whether the original of that letter was sent to the President, and read the extract relating to details of mechanics to work on gun boats at Memphis.

Mr. T. This letter is dated January 15th, and the original of it was sent to the President. It relates to the detail of mechanics generally from the army. The following is the extract referred to in the interrogatory:

“The two iron-clad ships being built at Memphis, and which would be worth many regiments in defending the river, progress very slowly from the difficulty of procuring workmen, Gen. Polk, in command there, having declined to permit the contractor to have any from his forces.

“I have the honor to ask therefore, that such measures may be adopted as will secure to this department the services of such shipwrights, carpenters and joiners in the army, as may be willing to work for it in the construction of vessels.”

*17th Question.* Read the letter addressed to Gen. Lovell, on page 121 of said letter book, and state whether the original of this letter was sent to him. Read the letter.

Mr. T. It was sent to him, and he never made any reply to it. The letter reads as follows:

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *January 23d*, 1862. }

*General MANSFIELD LOVELL, C. S. A.,*  
*Commanding at New Orleans—*

MY DEAR GENERAL: The manufacture of heavy ordnance being suspended here for the present, and the wants of the army having exhausted our stock of cannon at Norfolk, we must encounter, I fear, serious delay in arming our gun boats at New Orleans without your aid. I sent to New Orleans from Norfolk, one hundred and twenty heavy guns, and I hope that some of them can be assigned to these vessels.

The Livingston you will find to be, I think, a superior steamer, capable of doing capital service, as will also be the two steamers on the lake

shore; and the two iron-clad ships are expected to raise the blockade of the river. Such vessels, in cheerful concert with your efforts, will prove invaluable, and if it be possible for you to spare them some heavy guns, I trust you will do so.

Lieut. Minor, who goes to New Orleans on special duty, will deliver this note, and receive your views upon the subject.

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

*18th Question.* Read the letter on page 267 of said letter book, addressed to the President, and state whether the original of this letter was sent. Read the letter.

Mr. T. The letter reads as follows:

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, *March 4th, 1862.* }

TO THE PRESIDENT—

SIR: In response to the resolution of the House of Representatives, passed on the 3d instant, "that the President be requested to communicate to this body, at the earliest practicable moment, what additional means in money, men, arms and the munitions of war, are in his judgment, necessary, or may be within the present year, for the public service, including military operations on land and water," I have the honor to say that fifty light draft and powerful steam propellers, plated with five-inch hard iron, armed and equipped for service in our own waters, four iron or steel-clad single deck, ten gun frigates of about two thousand tons, and ten clipper propellers with superior marine engines, both classes of ships designed for deep sea cruising, three thousand tons of first-class boiler plate iron, and one thousand tons of rod, bolt and bar iron, are means which this department could immediately employ with incalculable advantage to the best interests of the country.

Under the head of arms and munitions of war, this department could immediately employ with equal advantage two thousand pieces of heavy ordnance, ranging in calibre from six to eleven inches, and in weight from six thousand to fourteen thousand pounds, two thousand tons of cannon powder, one thousand tons of musket powder, for filling projectiles and pyrotechny, four thousand navy rifles, and four thousand navy revolvers, and four thousand navy cutlasses, with their equipments and ammunition.

We could use with equal advantage, three thousand instructed seamen, and four thousand ordinary seamen and landsmen, and two thousand first rate mechanics. The means and munitions of war, cannot be obtained within the Confederacy, and the extent to which they may be supplied from abroad, I cannot determine.

If five millions of dollars were immediately placed in Europe, prudent agents might possibly obtain such means to a certain extent.

I am, respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

*19th Question.* Have you any knowledge of any deficiency of funds in New Orleans to pay liabilities of the navy department on account of ordnance? If so state it, and state how it arose.

Mr. T. In the latter part of October or 1st of November, 1861, complaints came from New Orleans as to the non-payment of bills for ordnance. The Secretary directed Capt. Minor to send an officer there to examine into the matter and make a report. Lieut. Minor was sent, and he ascertained that Capt. Hollins, without the authority or knowledge of the department had placed in charge of the ordnance duties of the station, &c., Lieut. Kennon, and given him general authority to make contracts and purchase as he pleased. The officer who was sent there was directed to ascertain the amount of the bills outstanding, which he did. The bills amounted to some \$500,000, which was far beyond the means available in the department to meet the expenditures under the head of ordnance.

*20th Question.* Explain what course the department took to remedy it. Produce the letter of Commander Minor, in charge of ordnance, &c., dated December 12th, 1861, and the letter of the department to Mr. Conrad, chairman of the Naval Committee. (Page 637, No. 1.)

Mr. T. The letter reads as follows:

BUREAU OF ORDNANCE AND HYDROGRAPHY, }  
Richmond, Va., *December 12th, 1862.* }

SIR: I have the honor to represent to the department that in consequence of the great and pressing demands for ordnance and ordnance stores for the defences of Virginia, North Carolina, South Carolina, Georgia, Louisiana and Alabama, it was found impossible with the means at the disposal of the department in Richmond and Norfolk, Va., to comply promptly with requisitions made upon this bureau from said States, threatened as they were by the enemy at different points, and more particularly for ordnance &c., required for the naval defences of the Mississippi.

It therefore became necessary to establish a laboratory in New Orleans, for the preparation of fuses, primers, fire-works, &c., and to authorize the casting of heavy cannon, the construction of gun-carriages, and the manufacture of projectiles, and ordnance equipments of all kinds. This has been done at that place upon a large scale, and the bureau has no means to meet the expenditures that have been made, or to pay for the construction of the work, our principal expenses having been for equipping and furnishing river batteries, and making gun-carriages, shot, shell, and other articles for shore defences.

The amount of liabilities in New Orleans at this time does not exceed \$500,000 for ordnance purposes, and it is believed that the exigencies of the service will require a further sum of not less than \$350,000 to complete what has already been commenced. I would, therefore, respectfully recommend that an application be made to Congress for a *special* appropriation of \$850,000 for "ordnance and ordnance stores for the defence of the Mississippi river;" said appropriation to be in addition to the sum of \$550,000, recently asked for ordnance purposes generally.

I have the honor to be,

With great respect, sir, your ob't serv't,

GEORGE MINOR, *Commander,*  
*For Chief of the Bureau.*

*Hon. S. R. MALLORY, Secretary of the Navy.*



CONFEDERATE STATES NAVY DEPARTMENT, }  
 Richmond, Dec. 12th, 1861. }

Hon. C. M. CONRAD,  
 Chairman of the Naval Committee—

SIR: I have the honor to transmit herewith a copy of a letter from Commander George Minor, the officer in charge of the ordnance of this department, in relation to expenditures for ordnance, ordnance equipments and stores at New Orleans, together with an estimate of the amount required to meet them, amounting to \$850,000.

Copies of these papers have been submitted to Congress and the Secretary of the Treasury.

I am, respectfully, your obedient servant,  
 S. R. MALLORY,  
 Secretary of the Navy.

MR. TIDBALL. On the 12th of December, the same day on which this letter is dated, the Secretary sent in an estimate with this amount to Mr. Conrad. A bill passed, making this appropriation early in January. The Secretary at once drew a requisition upon the treasury department for \$300,000, in favor of the navy agent, to meet these bills, and directed him to pay all the bills that were certified by the ordnance officer and approved by the commanding officer of the station.

21st Question. Did the department give any order to Capt. Whittle relative to the removal of the steamer Arkansas from Memphis to Yazoo City?

MR. T. I find there is no such order upon the record. I know nothing of it.

22d Question. State, if you can, and produce the orders, whom the department did order to remove the vessel under construction at Memphis, and to what place.

MR. T. On the 10th of April, 1862, the department received a telegraph from Capt. Hollins, then in command of the forces on the Upper Mississippi, stating that three iron clad gun boats of the enemy had passed Island No. 10. The Secretary telegraphed to Capt. Hollins as follows:

"Yours received—act according to your best judgment—do not let the enemy get the boats at Memphis."

This was sent to the captain at Fort Pillow.

On the same day the following telegraphic dispatch was sent to Commander McBlair, in command of the Arkansas:

"I have just heard of the enemy having passed Island No. 10—get your boat to New Orleans and complete her as soon as possible, if she is in danger at Memphis."

23d Question. Produce the telegram from Commander McBlair, stating that the enemy's vessels had passed the forts, and that he would send the Arkansas to Yazoo City.

MR. T. On the 25th of April we received the following telegram from Commander McBlair at Memphis:

"We have intelligence from New Orleans that the enemy's force have passed Fort Jackson and overpowered our boats. We shall leave this evening for Yazoo City, carrying with us the materials for com-

pleting the gun boats, and also carrying the engines of the boat on the stocks. I will make arrangements for the destruction of the boat on the stocks when rendered necessary. I have selected Yazoo City as the safest point, and the one where the work can be most conveniently carried on."

*24th Question.* State the names of the vessels, and the number of guns they carried under command of Capt. Hollins, at New Orleans, producing Capt. Hollins' report.

Mr. T. I will read from Capt. Hollins' report of November 12th, 1861. The *McRae*, 8 guns; the *General Polk*, 5 guns; the *Mobile*, 4 guns; the *Pamlico*, 2 guns; the *Jackson*, 2 guns; the *Ivy*, 2 guns; the *Florida*, 4 guns; the *Tuscarora*, 2 guns; the *Tiger*, 2 guns. There were six launches carrying one gun each. These were all the vessels that were then finished and under his command. The aggregate number of guns in the vessels enumerated above are 37.

*25th Question.* State the number of vessels and floating batteries under construction and alteration at New Orleans in November, 1861, producing Capt. Hollins' report showing the same.

Mr. T. I still read from Capt. Hollins' report. The floating battery New Orleans, 20 guns; the floating battery Memphis, 18 guns; the gun boat *Livingston*, when complete, was to carry 6 guns; the gun boat *Grotesque*, afterwards called the *Mauripas*, 6 guns; the *Lizzy Simmons*, afterwards called the *Ponchartrain*, 6 guns. There were two gun boats being built by *Hughes & Porter* on the Lake, which were afterwards called the *Bienville* and *Carondelet*, each carrying 6 guns; and then he had two revenue cutters, the *Pickens* and the *Morgan*, each with 3 guns—making in the aggregate 76 guns. I will state also that the two iron clad vessels, afterwards called the *Louisiana* and the *Mississippi*, were under construction, and would have carried 16 guns each.

*26th Question.* State the length of time consumed by *John Hughes & Co.* in the construction of the gun boat *Livingston*, under contract, and produce their offer to construct the vessel.

Mr. T. Their offer to construct the vessel is dated the 28th of June, 1861, and they offered to construct it in three months for \$80,000. They commenced the construction of the vessel on or about the 18th of July, and the vessel was delivered to us completed about the 1st of February, 1862, as near as I can get at the date from reports.

*27th Question.* State the length of time consumed by *J. Hughes & Co.* in the construction of the gun boat *Bienville* on the Lake, and produce their offer to construct the vessel?

Mr. T. The offer was dated on the 14th of September, 1861, which was accepted by Capt. Hollins, under instructions of the department, for \$76,000, and they agreed to complete the vessel in the same length of time as the one to be built by acting constructor *Porter* for the department, and to be of the same dimensions. They delivered the vessel on or about the 5th of April, 1862.

*28th Question.* State the length of time consumed by acting constructor *S. D. Porter*, under order of the department, in the construction of the gun boat *Carondelet* on the Lake.

Mr. T. He commenced the construction of the vessel about the middle of September, the 14th or 15th, and turned the vessel over on or about the 16th of March.

*29th Question.* What is the manner of paying the liabilities of the navy department at the several stations?

Mr. T. Requisitions are made by the disbursing officers upon the department, stating specifically, what sums are required generally for one month, under the different heads of appropriations. When these requisitions are received, usually within twenty-four hours, requisitions are made upon the treasury department for the funds, and they are supplied by the treasury department to the disbursing office, and he is charged with them.

*30th Question.* How long a time elapsed between the receipt of the paymaster's requisition for money at New Orleans and the call upon the Treasury to place the funds there?

Mr. T. They were generally made the same day they were received, or the day after, except where some explanation was required in regard to funds under a particular head. In these cases the payments were suspended until explanations were made, but the requisitions were issued for the other funds.

*31st Question.* What time usually elapsed from the 1st of September to the 1st of May, 1862, between the call of the Secretary upon the treasury for money at New Orleans and the placing the money there in an available form?

Mr. T. It reached from 20 to 40 days. The assistant treasurer at New Orleans is supplied with funds and he meets the drafts of the treasurers there.

*32d Question.* What has been the uniform practice of the Secretary with reference to expediting the public works under his direction by causing work to be done on Sundays and at nights?

Mr. T. He has given instructions in all cases, when practicable, to work at nights and on Sundays, in order to hasten the completion of the work.

*33d Question.* What time elapsed after the passage of the secret act, No. 332, providing "for the purchase and alteration of steamers into gun boats for the defence of Cumberland and Tennessee rivers," before the Secretary entered upon the duty of providing these steamers? Produce his instructions.

Mr. T. The act was passed, and approved by the President on the 24th of December, 1861. On the 25th of December Lieut. Isaac N. Brown, then on duty on the Mississippi river, was instructed to purchase steamers to carry out the objects of the law.

The instructions are filed, and read as follows:

[Copy.]

CONFEDERATE STATES NAVY DEPARTMENT, }  
Richmond, Dec. 26th, 1861. }

Lieutenant ISAAC N. BROWN, C. S. Navy—

SIR: The Hon. R. B. Cheatham, Mayor of Nashville, has brought to the attention of the department the names of four steamboats now at that city, which, in his judgment, may be so altered as to make efficient gun boats, in from thirty to fifty days. These boats are, through him, offered to the government at the following prices, viz: Hilman,

\$40,000, Jas. Johnson, \$35,000, J. Woods, \$40,000, and B. M. Runyan, \$25,000.

It is presumed that these are the ordinary river boats, with the usual exposure of walking beam and boiler on deck, and that to enable them to be serviceable at all, the boilers and much of the machinery must be placed below in the bottom. From their great lengths and vulnerability at all points, it is presumed that the best means of fighting their guns will be fore and aft.

There may be other steamers better calculated for gun boats, and you will exercise your best judgment in selecting and recommending the purchase of such as you may deem, under all aspects of the subject, best for the purpose. These four are called to your attention only because Mr. Cheatham has informed me of them.

In view of the urgent demand for these vessels on the Cumberland river, you are authorized to conclude the purchase of four boats, and to proceed forthwith with the necessary alteration and armament, advising the department of your proceedings by telegraph.

Should the prices asked be, in your judgment, too great, you will call upon the holders to submit the question of price for arbitration.

Mr. Cheatham proffers his services to you, and his aid may be important to you in procuring workmen, &c.

If you can effect all the necessary work by contract, stipulating the time and a forfeiture of a given amount per day for every day over the contract, you would probably save time and money both. Should you only be able to fit two boats at once, then, perhaps, it would be well to purchase but the two, as others of a superior character might be subsequently offered.

The department, upon receiving information of your arrival at Nashville to enter upon the work, will at once make a requisition in your favor to place you in funds to go on with this important work, and will look to your knowledge, zeal and ability for its prompt completion.

You will exercise your discretion with regard to the batteries and the protection from the shot of the enemy to be adopted.

I am, respectfully, your obedient servant,

(Signed)

S. R. MALLORY,

*Secretary of the Navy.*

*34th Question.* What time elapsed after the passage of the appropriation for the "construction and equipment of two iron-clad boats for the defence of the Mississippi river and the city of Memphis," before the Secretary entered upon the execution of the duty? and what did he do?

Mr. T. He made the contract, on the very day the law was passed, with Mr. Shirley, for the construction of these vessels. The plan and specification for these vessels had been drawn up, anticipating the appropriation, and he was ready to make the contract the moment the appropriation was made.

The Hon. D. M. CURBIN was next examined, at the instance of the Secretary of the Navy, on whose behalf the following question was put to him:

Please state the origin of the appropriation made on the 24th of August, 1861, for constructing two iron-clad vessels for the defence of the Mississippi and the city of Memphis; and the connection of the Secretary of the Navy therewith.

Mr. CURRIN. The bill for the construction of the iron-clad vessels referred to was introduced by myself. Before the introduction of the bill I had obtained from the Secretary of the Navy estimates for the proposed appropriation. I had also introduced and recommended to the Secretary Capt. J. C. Shirley, who proposed to enter into a contract with the government for the construction of the vessels.

I am confidently of the opinion that the Secretary and Capt. Shirley had agreed upon the terms of the contract before the passage of the bill making the appropriation; and that the contract itself was already prepared; and that nothing remained to be done after the appropriation should have been made but its formal execution, which took place, probably, the same day, or the day afterwards.

It may be proper to state that, according to my recollection, the bill introduced by me, as above stated, was not passed as a separate measure, but was incorporated, by way of amendment, with other appropriations for the naval service proposed by Mr. Conrad, chairman of the naval committee in the House of Representatives.

I may be mistaken in stating above, that Capt. Shirley was introduced to the Secretary by myself. He probably had been introduced before, but, at any rate, he was strongly recommended to his confidence by myself.

The Committee then adjourned, to meet on Tuesday next, the 3d proximo, at 10 o'clock.

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## TUESDAY, MARCH 3RD, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, (Chairman,) Semmes, Foote, Maxwell, Dupre, Boyce, Barksdale, Peyton and Phelan.

Mr. JOHN L. PORTER having been duly sworn, the following questions were put to him by the CHAIR, on behalf of the Secretary of the Navy:

*1st Question.* State your name and position in the navy, and how long you have held this position.

Mr. PORTER. My name is John L. Porter; my position is naval constructor. I have served in that capacity in the United States Navy and Confederate States Navy six years.

*2d Question.* Have you any knowledge of the course pursued by the Secretary to expedite work under your direction, with reference to working at night and on Sundays?

Mr. PORTER. Yes, sir. The orders of the Secretary were very urgent with regard to working on Sundays and at nights. We worked frequently all night whenever we could do so to advantage; and we received orders almost daily from the department urging the necessity of

completing the work with all possible dispatch. We did everything that could be done, in fact, to push it forward, and I might say that the Secretary required almost impossibilities in the way of executing the work.

Mr. SEMMES. Please state what work you allude to.

Mr. PORTER. We were altering the Merrimac, and were fitting out a number of gun boats out of steamers that were bought for the North Carolina service. We were building other iron clad vessels and three wooden gun boats. Two of the wooden boats are in the James river, and one we burned at the evacuation of Norfolk. We were doing a great deal of work for the defences around Norfolk in the way of arms as a matter of convenience for the batteries, fortifications, &c.

Mr. SEMMES. You speak then exclusively of the works at Norfolk?

Mr. PORTER. Yes, sir.

*3d Question.* What duties have you been performing under the Secretary's orders?

Mr. PORTER. My duties have been various. I had charge of the operations at the Norfolk navy yard up to the time of the evacuation. I made all the drawings nearly for the gun boats that were being built in different places. Since the evacuation, I have been on duty here in Richmoud carrying on the yard at Rocketts. I also made a great many plans for the Secretary of the Navy. I have examined several claims of persons against the navy department for boats that have been destroyed by the enemy, and have invariably settled them. I have examined a great many plans submitted by persons for gun boats and other purposes. I have been frequently sent out by the Secretary of the Navy to make a general supervision of all works that were in progress for the department. I have been to Savannah, Charleston, Selma, and in fact every place that gun boats had been built. I have just returned the week before last after an absence of five weeks, examining boats that were built in different places. We have now 23 gun boats in course of construction in the Confederacy, 20 iron clads, and three wooden boats.

*4th Question.* In the performance of your duties generally, what has been the course of the Secretary with regard to conducting work promptly and energetically?

Mr. P. The Secretary has furnished all possible means and done everything within his power to push work ahead. He has put us in possession of everything essential to the work, that it was possible to obtain. If we held Norfolk 30 days more, we would have the Richmond completed. We were on the eve of sending a large amount of iron from Richmond, and a large quantity was about being sent from Atlanta. The Secretary had five or six light draft iron clads being built outside of the navy yard by persons from Norfolk.

*5th Question.* Was or was not the Norfolk yard worked up to its capacity? State the manner of conducting the work there.

Mr. P. The yard was worked up to its fullest capacity. In the commencement of our operations we did not do much up to the 1st of July; but after that, the yard was worked up to its fullest capacity. Everything was properly organized and the officers were constantly on the spot directing operations and pushing forward the work. The Secretary, in order to stimulate the operations, offered them inducements

in the way of additional pay or rewards to work after dark and on Sun. days. In short he offered them every encouragement that was calculated to excite them to more zeal and energy.

Mr. SEMMES. How long have you been constructor in the Confederate service?

Mr. P. Since June, 1861. I have been on duty since the evacuation of Norfolk in the manner I have stated. I did not receive the appointment of naval constructor from the Secretary until last June.

Mr. SEMMES. Were you ever sent out to New Orleans to superintend or carry on the construction of the Mississippi?

Mr. P. No, sir. I made the drawing for the Messrs. Tift of that vessel. I had nothing more to do with her.

Mr. SEMMES. Within what time did you suppose the vessel could be constructed when you made the drawing?

Mr. P. I did not think she could have been completed in less than nine months, at least. I did not think that a large vessel of her size could be built in a shorter time.

Mr. DUPRE. What was the condition of Norfolk at the time of its evacuation? Was it in a condition to make a formidable defence?

Mr. P. We all thought it was. We were very much surprised on hearing that the place was to be evacuated. The defences were of the strongest character, and so great was our confidence in them, that we had no idea that the city could be taken.

Mr. DUPRE. Were the defences of Norfolk, of which you speak, under the control of the military or naval authority?

Mr. P. Under the military authority. The navy department had planned and constructed most of the batteries; but they were turned over to the military authorities. The guns, carriages, &c., were constructed at the navy yard, as well as all the conveniences about the camps, together with boats, flag-staffs and everything of that sort.

The CHAIR. I will now submit copies of the telegrams received by the Secretary of the Treasury from Gov. Moore, of Louisiana, with the Secretary's response thereto.

TREASURY DEPARTMENT C. S. A., }  
Richmond, *February 2d*, 1863. }

*Hon. C. C. CLAY, Jr., C. S. Senate—*

SIR: In reply to your note of the 31st ult., I have to enclose herewith copies of a telegram received from Gov. Moore, of Louisiana, and of my telegram in reply. There was no endorsement upon either of these two telegrams.

Respectfully,

C. G. MEMMINGER,  
*Secretary of the Treasury.*

[Copy.]

NEW ORLEANS, *26th Feb.*, 1862.

C. G. MEMMINGER:

The navy department here owes nearly a million. Its credit is stopped—if you wish, I will place two millions of dollars on account of

the war tax, to the credit of the government, so that the debts can be paid and the works continued.

(Signed)

T. O. MOORE, *Governor.*

[Copy.]

RICHMOND, *March 1st, 1862.*

*Governor MOORE, New Orleans, La.—*

All the navy requisitions on the treasury have been passed, and the treasury has sufficient means to pay them. Thanks to you for your offer.

(Signed)

C. G. MEMMINGER,  
*Secretary of the Treasury.*

Mr. MAXWELL. I move that the respective Chairmen of this Committee ask each his House for authority to print the testimony taken before the Committee.

Mr. DUPRE. I move an amendment in the form of a resolution.

*Resolved,* That the respective chairman of the two Houses report to them the conclusion of the examination ordered by their joint resolution, and ask leave to print the evidence taken before them, and to employ, if necessary, another person than the public printer to do the work.

The consideration of these resolutions were deferred until estimates of the cost of printing could be had.

Mr. PHELAN. I move that Mr. Mallory be invited to attend at the next meeting, for the purpose of being examined.

The motion was agreed to, whereupon, on motion of Mr. BARKSDALE, the Committee adjourned until Saturday next, the 7th inst.

SATURDAY, MARCH 7TH, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, (Chairman,) Maxwell, Phelan, Peyton, Semmes, Boyce, Dupre, Barksdale and Foote.

The CHAIR. I beg leave to submit the following communication from the Secretary of the navy:

CONFEDERATE STATES OF AMERICA, }  
Navy Department, }  
Richmond, *March 5th, 1863.* }

*Hon. C. C. CLAY, Jr., Chairman, &c.—*

SIR: I have the honor to acknowledge the receipt of the following resolution delivered to me by the reporter of your Committee:

*Resolved,* That the Secretary of the Navy be requested to lay before this Committee, all the contracts made by his department with persons either in this country or abroad, for the building of gun boats,



iron-clad steamers, or other war vessels, with such explanations as he may choose to give touching the same."

Herewith I transmit copies of the contracts made by this department for the construction of vessels within the Confederate States. The department has constructed, and commenced the construction of other vessels under the superintendence of its own officers, for which no contracts are made.

In view of the consequences to which a discovery would subject those who, relying on our good faith, have undertaken to aid us by building and equipping vessels for our navy in countries whose laws they thus infringe, I respectfully suggest that their contracts with us should not be submitted without their consent.

However carefully a knowledge of such contracts may be guarded, accident may at any time disclose it, and I respectfully trust that its communication in an authentic form will seem to the Committee, as it does to me, highly inexpedient.

Apart from the consequences to the contractors to which I have adverted, the disclosure of any information leading to the discovery of the vessels under construction, we must presume, and I have cause to believe, would defeat their completion and delivery.

Furthermore, I beg leave to ask the attention of the Committee to the President's special message sent to the House of Representatives about the 6th of February, in response to a resolution of the House calling for copies of these contracts, in which special message, the President declines to furnish copies of the contracts, and assigns the reasons therefor.

Anxious, however, to furnish all the information upon this subject which may be consistent with the views here expressed, I will, if it be desired, and can be done without publicity, send a gentleman before them, who has had charge of our foreign contracts, and of the correspondence in relation to them, and who is acquainted with their results.

Very respectfully, your obedient servant,

S. R. MALLORY,  
*Secretary of the Navy.*

The following are the copies of the contracts referred to in the above communication :

[Copy.]

*Proposal of John Hughes & Co., to build Gun boat, June 28th, 1861. To Commander L. ROUSSEAU, C. S. N.—*

SIR: The undersigned having the frame of a vessel now on the stocks which was intended for a steamer of the following dimensions, viz: One hundred and eighty feet on deck, forty-two feet beam, nine and a half feet depth of hold. Her frame is of red cypress, yellow pine, and white oak roots on her knuckle, stern posts, transoms, and dead woods of white oak, extra heavy in her frame, with about eight inch spaces between them.

She is now in a form that can be well adapted for a steam gun boat of extreme light draft of water, from her great breadth of beam and model, much better than any vessel that is now complete or afloat in our waters.

The additions required in order to give her solidity from shot, is to fill in between the frames from the knuckle up all round on both sides perfectly solid, and where the engines and boilers would be placed in the hold, the same thing to be done.

The bends or planking outside to be six inches in thickness. The bilge planking four inches, and the bottom three and a half inches thick, all to be well fastened with iron bolts and spikes.

The beams of yellow pine, sided from twelve to sixteen inches, and moulded 10 inches, placed two feet apart.

The main deck of the same material three inches thick. A light upper deck to extend sufficiently to cover the machinery amidships, as the shaft would be amidships, and the boilers would be placed abaft the shaft in the centre of the hull.

The rail and stanchions, with bulwarks to extend from the main deck stanchions, around on each end.

A berth deck put in below on each end for the men, say fifty feet in length, leaving eighty feet for engines, boilers, coal bunkers. Water, and provisions could be stored under the berth deck. The magazines and shell rooms could be placed in the extremes.

Allowing the space for the wheel houses and engines when they would pass through the main deck, say forty feet, she would then have a clear deck of forty feet in width, and seventy feet in length on each end, sufficient for one pivot and four shell guns on each end, making a battery of ten guns in all.

We would propose putting the thickness of the sides on the inside of the hull, owing to her great breadth of beam.

The deck clamps to be eighteen inches, in two thicknesses, bolted through, and to extend below the water line, of the same thickness, and finished to the bilge nine inches, and four inches on the floor.

She will require one heavy main keelson, and one floor keelson on each side, ten feet from the centre one, and a corresponding string piece under the beams, and a double diagonal bulkhead of three-inch plank fastened through and caulked, the same to run fore and aft.

A cross bulkhead forward and aft of engines. The hull is constructed so that she can have a rudder on each end, and so that she can move either way without the necessity of turning round.

The end of the beams to be dove-tailed into the edge of the clamps, which would dispense with the necessity of knees, and would be all that is required for strength.

We will fit the hull as above stated, complete in carpenters and joiners work, without the boilers, machinery and armaments, for the sum of forty-two thousand dollars, (\$42,000.)

(Signed)

JOHN HUGHES & CO.

If you should deem it necessary to substitute a shell deck of fifteen inches in thickness over that portion of the light deck that covers the machinery and boilers, we would put one on for the sum of thirteen thousand dollars in addition to the above.

We will agree to complete the hull in the space of three months from commencement.

(Signed)

J. H. & CO.

Algiers, *June 28th*, 1861.

The undersigned would agree to put two high-pressure engines and boilers in the hold with all appurtenances complete, allowing ten days in addition to the above time for machinery, for the sum of twenty-five thousand dollars.

(Signed)

JOHN HUGHES & CO.

[Flag-Officer Rousseau was authorized to accept this proposal.]

[Copy.]

*Contract of John T. Shirley with Navy Department, Aug. 24th, 1861.*

This contract made and entered into at the city of Richmond, in the State of Virginia, on this 24th day of August, in the year one thousand eight hundred and sixty-one, between John T. Shirley, of the city of Memphis, in the State of Tennessee, and Stephen R. Mallory, Secretary of the Navy, of the Confederate States of America, for, and in behalf of the Government of the Confederate States—

Witnesseth:

That the said John T. Shirley, hereby undertakes and agrees, for, and in consideration of the sums of money to be paid by the Government of the Confederate States, as hereinafter set forth, to construct and deliver to the Secretary of the Navy, of the Confederate States, or to his agents, on or before the twenty-fourth day of December, 1861, two vessels of the character and description provided in the plans and specifications hereto annexed, and which are made part and parcel of this contract.

And the said Stephen R. Mallory, Secretary of the Navy, of the Confederate States, in consideration of the stipulations of the said John T. Shirley, undertakes and agrees for, and on behalf of the Government of the Confederate States, to cause to be made to the said John T. Shirley, his authorized agents or assignees, theseveral payments of money for; and on account of said vessels as follows, to wit:

One-fifth of seventy-six thousand nine hundred and twenty dollars, (76,920,) the sum agreed to be paid for each vessel, that is fifteen thousand three hundred and eighty-four dollars (\$15,384) for each, when the frame of each vessel is up and complete.

One-fifth, or fifteen thousand three hundred and eighty-four dollars (15,384) for each, when each vessel is planked and decked complete; one-fifth, or fifteen thousand three hundred and eighty-four dollars (15,384) for each, when the engines and boilers are half complete.

One-fifth, or fifteen thousand three hundred and eighty-four dollars (15,384) for each, when the engines and boilers are fully complete, and the iron on the hull; and one-fifth, or fifteen thousand three hundred and eighty-four dollars (15,384) for each, when each vessel is completed and delivered.

The foregoing payments to be made in one-third of bonds of the Confederate States, and two-thirds in treasury notes.

And it is further understood and agreed, that if the said John T. Shirley, shall fail to complete and deliver the said vessels, on the said

twenty-fourth day of December, 1861, he shall suffer as a forfeit, the sum of thirty-eight dollars and forty-six cents, which is one-twentieth of one per centum. upon the price agreed to be paid for each vessel, for every day after the said twenty-fourth day of December, 1861, until such completion and delivery shall be made, and that if the said John T. Shirley, shall complete and deliver said vessels, before the said twenty-fourth day of December, 1861, then he is to receive a premium of thirty-eight dollars and forty-six cents per day, for each vessel so delivered, for every day between the delivery, and the said twenty-fourth day of December, 1861.

It is further agreed, that any slight difference in materials on the interior arrangements of said vessels, that the contractor may suggest, by reason of lack of specified material, or for the more convenient arrangement of machinery, or for the purpose of hastening the completion of said vessels, may be adopted by the consent of the officers superintending their construction.

Witness our hands and seals the date above written.

JOHN T. SHIRLEY, [Seal.]  
S. R. MALLORY, *Sec. of the Navy*, [Seal.]

Signed, sealed and delivered in the presence of

E. M. TIDBALL.  
W. P. HILLIARD.

[Copy.]

*Proposal of John Hughes & Co. to build Gun Boats, Sept. 14th, 1861.*

NEW ORLEANS, *September 14th, 1862.*

*To Com. HOLLINS, U. S. Navy—*

The undersigned agree to build a gun boat for the Confederate States service for the lake, complete of all ship-carpenters' joiners' and blacksmith work, together with the spars.

Also furnish and put up, complete, two good second hand high pressure engines, with boilers.

The hull to be built entirely of yellow pine, with the exception of keel, stem, stern-post, and deadwoods and kunckle timbers, which will be of white oak and oak roots.

The above we agree to do for the sum of seventy-six thousand dollars, according to the specification of Mr. S. Porter, and to have her completed in the same length of time as the one to be built by him (S. Porter) by the day, of the same dimensions.

Payments to be made in treasury notes as follows:

\$10,000	to be paid	on signing contract, say	September 14th, 1861.
\$10,000	"	September 28th.	
\$10,000	"	October 12th.	
\$10,000	"	October 26th.	
\$10,000	"	November 9th.	
\$10,000	"	November 23d.	

and the balance of sixteen thousand dollars to be paid on completion of the contract.

(Signed)

JOHN HUGHES & CO.

Accept:

GEO. N. HOLLINS, *Com't.*

[*Flag Officer Hollins was authorized to accept the proposal.*]

[Copy.]

*Contract of E. C. Murray with Navy Department, Sept, 18th, 1861.*

This contract, made and entered into at the city of Richmond, in the State of Virginia, on this eighteenth day of September, in the year one thousand eight hundred and sixty-one, between E. C. Murray, of Paducah, State of Kentucky, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States—

Witnesseth:

That the said E. C. Murray hereby undertakes and agrees for, and in consideration of the sums of money to be paid by the Government of the Confederate States, as hereinafter set forth, to construct and deliver to the Secretary of the Navy of the Confederate States, or to his agent at the city of New Orleans, on or before the 25th day of January, 1862, one steam gun boat of the character and description provided in the plans and specifications hereto annexed, and which are made part and parcel of this contract.

And the said Stephen R. Mallory, Secretary of the Navy of the Confederate States, in consideration of the stipulations of the said E. C. Murray, undertakes and agrees, for and in behalf of the Government of the Confederate States, to cause to be made to the said E. C. Murray, his authorized agents or assignees, the several payments of money, for and on account of said gun boat, as follows: one-eighth of one hundred and ninety-six thousand dollars, (\$196,000,) the sum agreed to be paid for the gun boat—that is to say, twenty-four thousand and five hundred dollars when one-sixth part of the work on the vessel shall be completed, and the same amount, twenty-four thousand and five hundred dollars when each succeeding one-sixth of the work shall be completed, until the vessel shall be fully completed and ready to receive her battery, when the remaining two-eighths, or forty-nine thousand dollars will be paid.

The foregoing payments to be made in one-third of the bonds of the Confederate States, and two-thirds in treasury notes.

And it is further agreed, that if the said E. C. Murray shall fail to complete the said gun boat by the said 25th day of January, 1862, he shall suffer as a forfeit the sum of ninety-eight dollars (\$98 00) for each and every day after the said 25th day of January, 1862, until such completion and delivery shall be made, and if the said E. C. Murray shall complete and deliver the said gun boat before the said 25th day of January, 1862, then he is to receive as a premium ninety-eight dol-

lars (\$98 00) for each day, between the delivery and the said 25th day of January, 1862.

It is further agreed that any slight difference in materials, or in the interior arrangements of said gun boat that the contractor may suggest by reason of lack of material, or for the more convenient arrangement of machinery, or for the purpose of hastening the completion of said gun boat, may be adopted with the consent of the officer superintending the construction.

Any unavoidable detention, such as might arise out of supplies of material being cut off by opposing forces, or detention in getting iron, arising from the channel of communication being closed, would be good cause why the stipulated forfeit should not be exacted in the contract.

And furthermore, as the estimate for iron-plating the vessel was made at the rate of three cents per pound, or sixty (\$60 00) dollars per ton, for the cost of the iron, should it exceed the amount, the government will allow to the contractor the difference in the cost of the iron.

Witness, our hands and seals, the day and date herein before written.

E. C. MURRAY, [Seal.]  
S. R. MALLORY, *Sec. of Navy*, [Seal.]

Signed, sealed and delivered in presence of

E. M. TIDBALL,  
Z. P. MOSES.

[Copy.]

*Contract of George Mooney with Navy Department, October 3d, 1861.*

Articles of agreement, made and entered into this third day of October, in the year of our Lord one thousand eight hundred and sixty-one, between the Government of the Confederate States of America and George Mooney, of the city of Jacksonville, State of Florida, in manner and form following, to wit:

The said George Mooney, for the consideration hereinafter mentioned, doth for himself, his executors and administrators, covenant, promise and agree to and with the said Confederate States of America that the said George Mooney, or his assigns, shall and will, within the space of one hundred and fifteen days next after he shall have received notice of the execution of the contract by said government, in good and workmanlike manner, according to the terms and specifications and drawings herewith appended and prepared by the Navy Department of said Confederate States of America, well and substantially build, construct and complete in a workmanlike manner, a "gun boat" of one hundred and fifty feet in length, with twenty-five feet beam, and ten feet hold, with two engines and propellers, with nine hundred feet fire and flue surface, in all respects according to said specifications hereto annexed, and have the same ready for delivery at the port of Jacksonville at the time herein specified, and that the same shall be built and constructed at the port aforesaid; in consideration whereof, the said Confederate States of America doth covenant and promise to and with

the said George Mooney, his executors, and administrators and assigns, well and truly to pay, or cause to be paid, unto the said George Mooney, his executors, administrators and assigns, the sum of fifty-nine thousand dollars, (\$59,000) in manner following, to wit: in six instalments, that is to say, when one-sixth part of the work and materials is done and provided, a payment shall be made of eighty per cent. of the cost of the material and work done, and so on until the whole is completed and delivered, when full payment shall be made for the same.

And it is further agreed by and between the parties hereto, that the work and materials shall be subject to the approval and inspection of a competent officer, designated by the government, who shall have the supervision of the work as the same progresses.

In witness whereof the said parties have hereto set their hands and seals, interchangeably, the day and year first above written.

GEORGE MOONEY, [Seal.]

S. R. MALLORY, *Sec. of the Navy*, [Seal.]

In behalf of the Government of the Confederate States.

Signed, sealed and delivered in presence of

J. P. SANDERSON,

EBEN. FARRAND.

Witness as to S. R. Mallory:

Z. P. MOSES,

E. M. TIDBALL.

I guarantee the performance of the above contract.

J. P. SANDERSON.

[Copy.]

*Contract of Myers & Co. with Navy Department, October 5th, 1861.*

We propose to build a steam gun boat conforming to the annexed specifications and the plan submitted by the Navy Department of the Confederate States on the terms herein named, to wit:

For the sum of sixteen thousand dollars.

Two thousand five hundred dollars when the keel is laid.

Two thousand five hundred dollars when the vessel is framed and ready for planking.

Two thousand five hundred dollars when the vessel is planked.

Two thousand five hundred dollars when the decks are lain.

Six thousand dollars when the vessel is completed.

Should the vessel be destroyed by the act of the enemy, whether the act is committed directly by the said enemy, or should result from fire being communicated to adjacent property, the department to pay the amount of actual damage sustained by us.

The vessel to be completed by the first day of March, 1862.

We also propose to build another vessel on the same terms, to be completed on the first of May, 1862, on the same conditions as the first proposal.

(Signed)

MYERS & CO.

(Signed)

A. SINCLAIR, *C. S. Navy,*

On the part of the government.

Washington, N. C., Oct., 1861.

[Copy.]

*Contract of Ritch & Farrow with Navy Department, Oct 12th, 1861.*

We, the undersigned, Ulysses H. Ritch and Jos. A. Farrow, propose and hereby agree to build a gun boat for the Confederate Government, agreeable to the plans and specifications presented, for and in consideration of the sum of thirteen thousand two hundred dollars.

Payments to be made as follows, viz:

Two thousand dollars when keel, stem and stern-post are raised; two thousand dollars when in frames; one thousand dollars when ceiled out; one thousand dollars when her main deck is laid; two thousand dollars when planked up; two thousand when dressed off and caulked, and the remainder when finished.

We further agree to complete said vessel on or before the 15th of May, one thousand eight hundred and sixty-two (1862).

(Signed)

ULYSSES H. RITCH.

(Signed)

JOS. A. FARROW.

By U. H. RITCH.

(Signed)

A. SINCLAIR,

On the part of the government.

To Capt. SINCLAIR, C. S. N.

October 12th, 1861.

[Copy.]

*Contract of David S. Johnston with Navy Department, Oct. 19, 1861.*

Articles of agreement, made and entered into this the nineteenth day of October, in the year of our Lord one thousand eight hundred and sixty-one, between the Government of the Confederate States of America and David S. Johnston, of Safford, county of Early, State of Georgia, in manner and form following, to wit:

The said David S. Johnston, for the consideration hereinafter mentioned, both for himself, his executors, and administrators, covenant, promise and agree, to and with the said Confederate States of America, that he the said David S. Johnston, or his assigns, shall and will within the space of one hundred and twenty days next, after he shall have received notice of the execution of this contract by said government in good and workman-like manner, according to the terms and specifications and



drawings herewith appended, and prepared by the navy department of the said Confederate States of America, well and substantially build, construct and complete, in a workman-like manner, a gun boat of one hundred and thirty feet in length, with thirty feet beam, and ten feet depth of hold, with two engines and propellers, with eight hundred feet of fire surface, in all respects according to said specifications hereto annexed, and the same ready for delivery at or near Safford, Early county, Georgia, at the time herein specified, and the same shall be built at or near the place aforesaid upon the Chattahoochee river; in consideration whereof the said Confederate States of America doth covenant and promise, to and with the said David S. Johnston, his executors and administrators, well and truly to pay, or cause to be paid unto the said David S. Johnston, his executors, administrators, and assigns, the sum of forty-seven thousand and five hundred dollars, (\$47,500) in manner following, to wit: in six instalments, that is to say, when one-sixth part of the work and materials is done and provided, a payment shall be made of eighty per cent. of the material and work done, and so on until the whole is completed and delivered, when full payment shall be made for the same.

And it is further agreed by and between the parties hereto, that the work and materials shall be subject to the inspection and approval of a competent officer, to be designated by the government, who shall have the supervision of the work as the same progresses.

In witness whereof the said parties have hereto set their hands and seals interchangeably the day and year first above written.

DAVID S. JOHNSTON,  
AUGUSTUS McLAUGHLIN,  
*Lieuts. C. S. Navy.*

Witness:

J. H. WARNER, *Chief Engineer C. S. Navy.*

Approved:

S. R. MALLORY, *Secretary of the Navy.*

[Copy.]

*Contract of Frederick G. Howard with Navy Department, October 29th, 1861.*

Articles of agreement, made and entered into this twenty-ninth day of October, in the year of our Lord one thousand eight hundred and sixty-one, between the Government of the Confederate States of America, and Frederick G. Howard, of Santa Rosa county, State of Florida, in manner and form following, to wit:

The said Howard for the consideration hereinafter mentioned, doth for himself, his executors, and administrators, covenant, promise, and agree to and with the said Confederate States of America, that he the said Howard, or his assigns, shall and will within the space of one hundred and twenty days next, after he shall have received due notice of the execution of this contract by said government, in good and workman-like manner, according to the terms and specifications and

drawings herewith appended and prepared by the navy department of said Confederate States of America, well and substantially build and construct, and complete, in a workman-like manner a gun boat, of one hundred and fifty feet in length, with twenty-five feet beam, and ten feet hold, with two engines and propellers, with nine hundred feet of fire and flue surface, in all respects according to said specifications hereto annexed, and have the same ready for delivery at the port of Pensacola, at the time herein specified, and that the same shall be built and constructed on the waters of said port. In consideration whereof the said Confederate States of America, doth covenant and promise to and with the said F. G. Howard, his executors, administrators and assigns, well and truly to pay, or cause to be paid unto the said Howard, his executors, administrators or assigns, the sum of fifty-seven thousand five hundred dollars, in manner following, viz: in six instalments, that is to say, when one-sixth part of the work and materials is done and provided, a payment shall be made of eighty per cent. of the contract cost of the materials and work done, and so on until the whole is completed and delivered, when full payment shall be made for the same.

And it is further agreed by and between the parties hereto, that the work and materials shall be subject to the approval and inspection of a competent officer, to be designated by the government, who shall have the supervision of the work as the same progresses.

In witness whereof the said parties have hereto set their hands and seals, interchangeably the day and year first above written.

FREDERICK G. HOWARD, [Seal.]  
S. R. MALLORY, *Sec. of Navy*, [Seal.]

Signed, sealed, and delivered in presence of

A. E. MAXWELL,  
EBEN. FARRAND,  
E. M. TIDBALL,  
Z. P. MOSES,

As to S. R. MALLORY.

[Copy.]

*Contract of H. F. Willink, Jr., with Navy Department, November 2d, 1861.*

This contract made between H. F. Willink, Jr., of the city of Savannah of the first part, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of America for and in behalf of the government of the Confederate States of the second part—

Witnesseth:

That the party of the first part undertakes and agrees, for and in consideration of the sum of money to be paid by the party of the second part as hereinafter set forth, to construct and deliver to the party of the second part, at the city of Savannah, on or before the 20th day of February, 1862, the hulls of two gun boats, of the character and description provided in the plans and specifications, together with the rigging,

spars, sails and outfits as therein named, and which are made part and parcel of this contract.

And in consideration thereof the said party of the second part, undertakes and agrees to pay to the party of the first part, his authorized agents or assigns, thirty-six thousand dollars for each of said vessels, (\$36,000,) in the following manner, to wit: the sum of six thousand dollars, to be paid on account of either vessel, when the stern, stern post, and keel of either vessel shall be laid, six thousand dollars when the frame of either is up, and complete, six thousand dollars when either is planked complete, six thousand dollars when the deck of either is framed complete, six thousand dollars when the deck of either is laid, and planned off complete, and the remainder, six thousand dollars, when either vessel shall be completed in every respect, according to the specifications herein referred to and delivered. The aggregate sum to be paid for each vessel, when delivered complete, to be thirty-six thousand dollars.

Witness our hands and seals this 2d day of November, in the year 1861.

H. F. WILLINK, JR., [Seal.]  
S. R. MALLORY, *Secretary of the Navy*, [Seal.]

Signed, sealed, and delivered in presence of

J. N. CUNNINGHAM,  
J. M. KINCHLEY.

E. M. TIDBALL,  
Z. P. MOSES,  
As to S. R. MALLORY.

[Copy.]

*Contract of Ollinger & Bruce with Navy Department, November 4th, 1861.*

Articles of agreement, made and entered into this fourth day of November, in the year of our Lord one thousand eight hundred and sixty-one, between the Government of the Confederate States of America, and William Ollinger and Martin F. Bruce, of Santa Rosa county, State of Florida, (known as the firm of Ollinger & Bruce,) in manner and form following, to wit:

The said Ollinger & Bruce, for the consideration hereinafter mentioned, doth for themselves, their executors and administrators, covenant, promise, and agree to and with the said Confederate States of America, that they the said Ollinger & Bruce, or their assigns shall, within the space of eighty-five days next after this date, in good and workman-like manner, according to the terms and specifications, and drawings herewith appended, and prepared by the navy department of the Confederate States of America, well and substantially build, construct, and complete, in a workman-like manner, a gun boat of one hundred and ten feet in length, with about eighteen feet beam, and ten feet hold, in all respects according to said specifications hereto annexed,

and have the same ready for delivery at the port of Pensacola at the time herein specified, and that the same shall be built and constructed at the port aforesaid; in consideration whereof the said Confederate States of America doth covenant and promise to and with the said Ollinger & Bruce, their executors, administrators and assigns, the sum of fifteen thousand eight hundred and fifty dollars, in manner following, to wit: in six instalments, that is to say, when one-sixth part of the work and materials is done and provided, a payment shall be made of eighty per cent. of the cost of the material and work done, and so on until the work is completed and delivered, when full payment shall be made for the same.

And it is further agreed by and between the parties hereto, that the work and materials shall be subject to the approval and inspection of a competent officer, to be designated by the government, who shall have the supervision of the work as the same progresses.

In virtue whereof the said parties have hereto set their hands and seals interchangeably the day and year first above written.

WILLIAM OLLINGER, [Seal.]  
 M. F. BRUCE, [Seal.]  
 S. R. MALLORY, *Secretary of the Navy*, [Seal.]

Signed, sealed, and delivered in presence of

EBEN. FARRAND,  
 CHARLES J. BARKLEY.

We guarantee the performance of the foregoing contract.

E. E. SIMPSON,  
 R. L. BUSHNELL.

Witness as to S. R. MALLORY:

E. M. TIDBALL,  
 THEO. S. GARNETT, Jr.

[Copy.]

*Contract of Gilbert Elliott, Agent, with Navy Department, January 13th, 1862.*

This contract made and entered into this thirteenth day of January, in the year one thousand eight hundred and sixty-two, between Gilbert Elliott, agent for J. G. Martin, of the town of Elizabeth City, and State of North Carolina, of the first part, and S. R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States, of the second part—

Witnesseth:

That the said party of the first part undertakes, and agrees for and in consideration of the sums of money to be paid by the said party of the second part, in the manner hereinafter set forth, to construct and deliver to the said party of the second part, or to the authorized agent of the navy department, at the town of Elizabeth City, the hulls of three gun

boats, of the character and description provided in the plans and specifications hereto annexed, together with the outfits therein named, and which are made part and parcel of this contract. The boats to be delivered within four months from the sixth day of January, 1862.

And the said party of the second part undertakes, and agrees for and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the party of the first part, his authorized agents or assigns, the sum of ten thousand dollars for each gun boat, in the manner and form following, that is to say: when one-sixth part of the work upon each vessel shall be completed, one-eighth of the sum agreed upon for each vessel will be paid, and so on until the vessel shall be completed and delivered, when the remaining two-eighths will be paid.

Witness our hands and seals the day and date first herein written.

GILBERT ELLIOTT, Agent, J. G. Martin, [*Seal.*]

S. R. MALLORY, *Secretary of the Navy*, [*Seal.*]

Signed, sealed, and delivered in presence of

JOS. E. FEREBEE,

WM. E. MANN,

E. M. TIDBALL,

THEO. S. GARNETT,

As to S. R. MALLORY.

[Copy.]

*Contract with Wm. A. Graves, with Navy Department, Nov. 28th, 1861.*

This contract made, and entered into, this twenty-eighth day of November, in the year 1861, between Wm. A. Graves, of the city of Norfolk, Virginia, and S. R. Mallory, Secretary of the Navy, of the Confederate States of America, for, and in behalf of the Confederate States—

Witnesseth:

That the said party of the first part, undertakes and agrees, for, and in consideration of the sums of money to be paid by the said party of the second part, as hereinafter set forth, to construct and deliver to the party of the second part, at the city of Norfolk, at some point convenient to put in the engines and boilers, on or before the 20th day of February, 1862, the hull of one gun boat, of the character and description provided in the plans and specifications annexed, together with the outfits therein named, and which are made part and parcel of this contract, and after the model deposited by the party of the first part, in the navy department.

And in consideration thereof, the said party of the second part, undertakes and agrees to pay to the party of the first part, his authorized agents or assignees, the sum of nine thousand nine hundred and eighty-six dollars, (9,986,) for the said vessel, in the following manner, to-wit: Two thousand four hundred and ninety-six dollars and fifty cents, (2,496 50,) when the keel, stem and stern post are laid, two thousand four hundred and ninety-six dollars and fifty cents,

(\$2,496 50,) when the frame is up and complete, two thousand four hundred and ninety-six dollars and fifty cents, (\$2,496 50,) when the frame is planked complete, and two thousand four hundred and ninety-six dollars and fifty cents, (2,496 50,) when the vessel is fully complete and delivered.

Witness our hands and seals the day and date first herein written.

W. A. GRAVES, [Seal.]

S. R. MALLORY, *Sec. of the Navy*, [Seal.]

F. D. WILBURN.

E. M. TIDBALL.

[Copy.]

*Contract of N. Nash with Navy Department, February 7th, 1862.*

NAVY DEPARTMENT, C. S.

This contract, made and entered into this seventh day of February, in the year one thousand eight hundred and sixty-two, between Nathaniel Nash, of the city of Norfolk, and State of Virginia, of the first part, and Stephen R. Mallory, Secretary of the Navy, of the Confederate States of America, for, and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees, for, and in consideration of the sums of money to be paid by the said party of the second part, in the manner hereinafter set forth, to construct and deliver to the said party of the second part, or to the authorized agent of the navy department, at the city of Norfolk, Virginia, the hulls of two gun boats of the character and description provided in the plans and specifications hereto annexed, together with the outfits therein named, and which are made part and parcel of this contract. The boats to be delivered as follows: One on or before the first day of April next, and the other, on or before the first day of May next.

And the said party of the second part, undertakes and agrees, for, and in consideration of the stipulations of the said party of the first part, to pay, or cause to be paid to the said party of the first part, his authorized agents or assigns, the sum of twelve thousand dollars for each gun boat in the manner and form following: that is to say, when one-sixth part of the work upon each vessel shall be completed, one-eighth of the sum agreed upon for each vessel will be paid, and so on until each vessel shall be completed and delivered, when the remaining two-eighths will be paid. The payments to be made one-half in bonds of the Confederate States, and one-half in treasury notes.

Witness our hands and seals, the day and date first herein written.

(Signed) N. NASH, [Seal.]

(Signed) S. R. MALLORY, *Sec. of the Navy*, [Seal.]

Signed, sealed and delivered in presence of

E. M. TIDBALL.

C. N. FENNELL.

[Copy.]

*Contract of N. Nash, with Navy Department, February 9th, 1862.*

This contract made, and entered into this ninth of February, 1862, between Nathaniel Nash, of the city of Norfolk, State of Virginia, of the first part, and S. R. Mallory, Secretary of the Navy, of the Confederate States of America, for, and in behalf of the Government of the Confederate States, of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees, for, and in consideration of the sums of money to be paid by the said party of the second part, in the manner hereinafter set forth, to construct and deliver to the said party of the second part, or to the authorized agent of the navy department, at the city of Norfolk, Virginia, the hulls of two gun boats, of the character and description provided in the plans and specifications hereto annexed, together with the outfits therein named, and which are made parts and parcel of this contract.

The boats to be delivered, as follows: One, on or before the first day of April next, and the other, on or before the first day of May next, and the said party of the second part, undertakes and agrees, for, and in consideration of the stipulations of the said party of the first part, to pay, or cause to be paid, to the said party of the first part, his authorized agent or assigns, the sum of twelve thousand dollars for each gun boat, in the manner and form following: that is to say, when one-sixth part of the work upon each vessel shall be completed, one-eighth of the sum agreed upon for each vessel, will be paid, and so on until each vessel shall be completed and delivered, when the remaining two-eighths will be paid. The payments to be made, one-half in bonds of the Confederate States, and one-half in treasury notes.

Witness our hands and seals the day and date first herein written.

N. NASH,

S. R. MALLORY, *Sec. of the Navy*, [Seal.]

Signed, sealed and delivered in presence of

E. M. TIDBALL.

C. N. FENNELL.

[Copy.]

*Contract of Krenson & Hawkes with Navy Department, March 4, 1862.*

This contract made, and entered into this fourth day of March, in the year one thousand eight hundred and sixty-two, between Messrs. Krenson & Hawkes, of the city of Savannah, and State of Georgia, of the first part, and Stephen R. Mallory, Secretary of the Navy, of the Confederate States of America, for, and in behalf of the Government of the Confederate States, of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees, for, and in consideration of the sums of money by the said party of the

second part, in the manner hereinafter set forth, to construct and deliver to the said party of the second part, or to the authorized agent of the navy department, at the city of Savannah, Georgia, the hulls of three gun boats, of the character and description provided in the plans and specifications hereto annexed, together with the outfits therein named, and which are made part and parcel of this contract. The boats to be delivered as follows: One, on or before the thirtieth day of May next; one, on or before the thirtieth day of July next; and the other, on or before the thirtieth day of September next.

And the said party of the second part, undertakes and agrees, for, and in consideration of the stipulation of the said party of the first part, to pay, or cause to be paid, to said party of the first part, their authorized agents or assigns, the sum of sixteen thousand dollars for each gun boat, in manner and form following, to wit: that is to say, when one-sixth part of the work upon each vessel shall be completed, one-eighth of the sum agreed upon for each vessel will be paid, and so on until each vessel shall be completed and delivered, when the remaining two-eighths will be paid. The payments to be made, one-half in bonds of the Confederate States, and one-half in treasury notes, and upon the certificates of the person designated by the officer in command of the naval station at Savannah, to inspect the vessels.

Witness our hands and seals the day and date first herein written.

(Signed)

S. R. MALLORY,

[Seal.]

(Signed)

KRENSON & HAWKES. [Seal.]

Signed, sealed and delivered in presence of

EDWARD M. TIDBALL.

Z. P. MOSES.

As to S. R. MALLORY.

C. LUCIAN JONES.

As to Krenson & Hawkes.

[Copy.]

*Contract of F. M. Jones with Navy Department, March 5th, 1862.*

This contract made, and entered into this fifth day of March, 1862, between F. M. Jones, of the city of Charleston, State of South Carolina, of the first part, and S. R. Mallory, Secretary of the Navy, of the Confederate States of America, for, and in behalf of the Government of the Confederate States, of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees, for, and in consideration of the sums of money to be paid by the said party of the second part, in the manner hereinafter set forth, to construct and deliver to the said party of the second part, or to the authorized agent of the navy department, at the city of Charleston, South Carolina, the hulls of three gun boats, of the character and description provided in the plans and specifications hereto annexed, together with the outfits therein named, and which are made parts and parcel of this contract. The boats to be delivered as follows: One, in ninety days,



one in one hundred and fifty days, and the other in two hundred days from the date of this contract.

And the said party of the second part, undertakes and agrees, for, and in consideration of the stipulations of the said party of the first part, to pay, or cause to be paid, to the said party of the first part, his authorized agents or assigns, the sum of fourteen thousand dollars for each gun boat, in the manner and form following: that is to say, when one-sixth part of the work upon each vessel shall be completed, one-eighth of the sum agreed upon for each vessel will be paid, and so on until each vessel be completed and delivered, when the remaining two-eighths will be paid. The payments to be made, one-half in bonds of the Confederate States, and one half in Treasury notes, and upon the certificate of the person designated by the department, to inspect and report upon the vessel.

Witness our hands and seals the day and date first herein written.

S. R. MALLORY, [Seal.]  
F. M. JONES, [Seal.]

Signed, sealed and delivered in presence of

E. M. TIDBALL.

Z. P. MOSES.

As to S. R. Mallory.

F. G. RAVENAL.

D. INGRAHAM.

As to F. M. Jones.

NOTE.—Anchors and chains to be supplied by the government.

[Copy.]

*Contract of John Hughes & Co., with Navy Department, March 7th, 1862.*

This agreement entered into on this 7th day of March, 1862, by and between John Hughes of the city of New Orleans, for himself, and for and in behalf of John Hughes & Co., ship-builders, of the city of New Orleans, State of Louisiana, of the first part, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees to build and construct at his ship yards, at the city of New Orleans, for the Confederate States, a vessel of war of the character and description set forth in the plans and specifications furnished by the said John Hughes, and deposited with the commanding officer of the New Orleans station, and that he will complete and deliver the said vessel to the party of the second part, or to his assigns, in the shortest time compatible with their ability to procure labor and materials, and which time is estimated by them at eight months from the signing hereof, and that they will furnish all materials and labor to complete the said vessel according to said plans and specifications; and they further agree that

they will in all respects well and faithfully supervise the expenditures for building said vessel, to the end that no unnecessary expense may be incurred therein.

And the said party of the second part, in consideration of the foregoing stipulations, undertakes and agrees that he will appoint a disbursing agent of the Confederate States, at New Orleans, who shall have cognizance of all disbursements, and who shall pay to the parties of the first part, from time to time, as their work progresses, in payments, not to exceed one for every two weeks, the true and *bona fide* disbursements made by them for labor and materials in constructing said vessel; and that when said vessel shall be completed and delivered as aforesaid, they, the parties of the first part, shall be entitled to receive ten per centum upon the exact cost price thereof, which is to be in full compensation for their model, plans, drawings, work, labor, construction and superintendence, ship yard, and services of a chief engineer.

Witness our hands and seals the day and date first herein written.

(Signed) S. R. MALLORY, [Seal.]  
 (Signed) JOHN HUGHES & CO., [Seal.]

Witness for the signature of Messrs. John Hughes & Co.,  
 J. B. WASSON.

[Copy.]

*Contract of Wm. O. Saffold with Navy Department, March 25th, 1862.*

Articles of agreement, made and entered into this twenty-fifth day of March, in the year of our Lord one thousand eight hundred and sixty-two, between the Government of the Confederate States of America and William O. Saffold, county of Early, State of Georgia, in manner and form following, to wit:

The said William O. Saffold, for the consideration hereinafter mentioned, both for himself, his executors and administrators, covenants, promises and agrees to, and with the said Confederate States of America, that he the said William O. Saffold, or his assigns, shall and will by the first day of July next, in good and workman-like manner, according to the terms and specifications and drawings, herewith appended and prepared by the navy department of said Confederate States of America, well and substantially build, construct and complete, in a workman-like manner, two gun boats, one hundred and six feet in length, with eighteen feet beam, and eight feet depth of hold, each with one single back-acting high pressure engine and propeller, with seven hundred square feet of heating surface, in all respects according to said specifications, hereto annexed, and have the same ready for delivery at or near Saffold, Early county, Georgia, at the time herein specified, and that the same shall be built at or near the place specified aforesaid, upon the Chattahoochee river.

In consideration whereof, the said Confederate States of America, doth covenant and promise, to and with the said William O. Saffold, his executors and administrators, well and truly to pay, or cause to be paid

unto the said William O. Saffold, his executors, administrators and assigns, the sum of fifty thousand dollars (\$50,000,) in manner following, to wit: in six instalments, that is to say, when one-sixth part of the work and material is done and provided, a payment shall be made of eighty per cent. of the material and work done, and so on until the whole is completed and delivered, when full payment shall be made for the same.

And it is further agreed by and between the parties, that the work and material shall be subject to the inspection and approval of a competent officer, to be designated by the Government, who shall have the supervision of the work as the same progresses.

In witness whereof the said parties have hereto set their hands and seals interchangeably, the day and year first above written.

(Signed)

Lt. A. McLAUGHLIN, C. S. N.

(Signed)

WM. O. SAFFOLD.

Witness:

L. T. CAMPBELL.

[Copy.

*Contract of H. F. Willink, Jr., with Navy Department, March 31st, 1862.*

This contract made and entered into this 31st day of March, in the year one thousand eight hundred and sixty-two, between H. F. Willink, Jr., of the city of Savannah, State of Georgia, of the first part, and S. R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the party of the first part, hereby undertakes and agrees, for and in consideration of the sums of money to be paid by the party of the second part, as herein set forth, to construct, and deliver to the said party of the second part, or to the authorized agent of the navy department, at the city of Savannah, on or before the first day of August next, the hulls of two gun boats, to be iron clad, of the character and description provided in the plans and specifications hereto annexed, and which are made part and parcel of this contract, and to put in place and fasten the iron plating on the casemates, and other parts of the vessels to be plated with iron, as shown, and provided in the plans and specifications.

It is understood and agreed that the party of the first part is to furnish all the timber and materials named in the specifications, and necessary for the construction and completion of the vessels, with the exception of the iron for plating the vessels, and the iron fastenings for the plating, and also the iron fastenings for the frames, and casemates of the vessels, which are to be furnished by the party of the second part.

And the said party of the second part, undertakes and agrees for and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the party of the first part, his authorized

agents or assigns, the sum of one hundred and forty thousand dollars, (\$140,000,) in the manner and form following, that is to say, the sum of twenty thousand dollars (\$20,000) on account of either vessel, when the stem, stern-post, and keel of either vessel shall be laid; twenty thousand dollars (\$20,000) when the frame of either is up and complete; twenty thousand dollars (\$20,000) when either is planked complete; twenty thousand dollars (\$20,000) when the deck and casemate of either is framed complete; twenty thousand dollars (\$20,000) when the deck and casemate of either is laid and planed off complete; twenty thousand dollars (\$20,000) when the iron plating is put on and fastened complete; and twenty thousand dollars (\$20,000) when either vessel shall be completed in every respect according to the specifications, and delivered.

The foregoing payments to be made one-third in bonds of the Confederate States, and two-thirds in treasury notes.

Witness our hands and seals the day and date first herein written.

H. F. WILLINK, JR., [Seal.]

S. R. MALLORY, [Seal.]

Signed, sealed, and delivered in presence of

Z. P. MOSES,

E. M. TIDBALL,

JNO. CUNNINGHAM,

C. E. RYAN.

[Copy.]

*Contract of Gilbert Elliott with Navy Department, April 16th, 1862.*

This contract made and entered into this 16th April, 1862, between Gilbert Elliott, of Elizabeth City, State of North Carolina, of the first part, and S. R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees for and in consideration of the sums of money to be paid as hereinafter set forth, to construct and deliver to the said party of the second part, or to the authorized agent of the navy department, one gun boat to be iron clad, of the character and description provided in the specifications hereto annexed, and which are made part and parcel of this contract.

It is understood and agreed that the party of the first part, is to construct and deliver the boat complete in all its parts, ready to receive the engine, machinery, and iron plating, which are to be placed on the boat by the party of the second part, the boat to be delivered in three months from the date hereof.

And the said party of the second part, undertakes and agrees for and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the said party of the first part, his authorized agent or assigns, the sum of twenty-three thousand dollars, in the man-

ner and form following, that is to say: five thousand dollars in advance upon the full execution of this contract, and a bond of indemnity satisfactory to the party of the second part; four thousand five hundred dollars when two-fifths of the work upon the boat shall be completed; four thousand five hundred dollars when three-fifths of the work upon the boat shall be completed; four thousand five hundred dollars when four-fifths of the work upon the boat shall be completed; and four thousand five hundred dollars when the boat is completed and delivered.

It is further understood and agreed that the party of the first part will make alterations in, and additions to the specifications hereto annexed, which the party of the second part may require, and perform the work in conformity therewith, and for which he is to receive additional compensation, and also allowed additional time to perform the work, if the alterations are such as to require it.

It is further understood and agreed that if the work is interrupted by the enemy, the party of the first part is to receive compensation for the work done upon the boat to the time of such interruption; and also that the party of the second part, is to furnish any iron fastening, which cannot be obtained by the party of the first part, the cost of which is to be deducted from the contract price of the boat.

S. R. MALLORY, [Seal.]  
GILBERT ELLIOTT, [Seal.]

Signed, sealed, and delivered in presence of

As to G. ELLIOTT:

ED. M. PRICE,  
WM. P. YOUNG, Jr.

E. M. TIDBALL,  
THEO. S. GARNETT, Jr.  
As to S. R. MALLORY:

[Copy.]

*Contract of Lindsey & Silvester with Navy Department, April 23, 1862.*

This contract made and entered into this 23d April, 1862, between Ambrose H. Lindsey and Willis W. Silvester, of the county of Norfolk, and State of Virginia, of the first part, and S. R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part hereby undertakes and agrees for and in consideration of the sums of money, to be paid as hereinafter set forth, to construct and deliver to the party of the second part, or to the authorized agent of the navy department, one gun boat, to be iron-clad, of the character and description provided in the specifications hereto annexed, and which are made part and parcel of this contract.

It is understood and agreed that the parties of the first part are to construct and deliver the boat complete in all its parts, ready to receive the engine, machinery, and the iron plating, which are to be placed on the

boat by the party of the second part; the boat to be delivered in three months from the date hereof; and the said party of the second part undertakes and agrees for, and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the party of the first part, his authorized agent or assigns the sum of twenty-five thousand dollars, in the manner and form following, that is to say: five thousand dollars in advance upon the full execution of this contract, and a bond of indemnity satisfactory to the party of the second part; five thousand dollars when two-fifths of the work upon the boat shall be completed; five thousand dollars when three-fifths of the work upon the boat shall be completed; five thousand dollars when four-fifths of the work upon the boat shall be completed; and five thousand dollars when the boat is completed and delivered.

It is further understood and agreed, that the parties of the first part will make alterations in, and additions to the specifications hereto annexed, which the party of the second part may require, and perform the work in conformity therewith, and for which they are to receive additional compensation, and also allowed additional time to perform the work, if the alterations are such as to require it.

It is further understood and agreed, that if the work is interrupted by the enemy, the parties of the first part are to receive compensation for the work done upon the boat to the time of such interruption; and also that the party of the second part, is to furnish any iron fastenings, which cannot be obtained by the party of the first part, the cost of which is to be deducted from the contract price of the boat.

LINDSEY & SILVESTER, [Seal.]  
 S. R. MALLORY, [Seal.]  
 F. WILSON, [Seal.]  
 ROB'T T. WILSON, [Seal.]

Signed, sealed, and delivered in presence of

JOHN NASH,  
 J. S. STUBBS,

E. M. TIDBALL,  
 C. A. VANFELSON,  
 AS to S. R. MALLORY.

[Copy.]

*Contract of Henry D. Bassett with Navy Department, May 1st, 1862.*

This contract, made and entered into this 1st May, 1862, between Henry D. Bassett, of the city of Mobile, State of Alabama, of the first part, and S. R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States, of the second part,

Witnesseth:

That the said party of the first part hereby undertakes and agrees for and in consideration of the sums of money to be paid by the party of the second part, as hereinafter provided, to construct and deliver to the

said party of the second part, or to the authorized agents of the navy department, the hulls of two floating batteries, of the character and description provided in the specifications hereto annexed, and which are made part and parcel of this contract.

It is understood and agreed that the said floating batteries are to be constructed at the town of Selma, State of Alabama, and that, if required by the said party of the second part, the said party of the first part will construct one or two other batteries of same description upon the following terms:—For the two provided for in this contract he is to receive one hundred thousand dollars for each; if an additional one is required, the three are to be constructed for two hundred and eighty thousand dollars, or ninety-three thousand three hundred and thirty-three dollars and thirty-three cents for each, and if two additional ones are required the four are to be constructed for the sum of three hundred and fifty thousand dollars, or eighty-seven thousand five hundred dollars each.

It is understood that the iron for the plating of the shield and the bolts to fasten the same are both supplied by the party of the second part, and to be put in place and fastened by the party of the first part, as required by the party of the second part, and that all materials which cannot be procured by the party of the first part, are to be furnished by the party of the second part from the stores on hand, at their value, the amount of which is to be deducted from the contract price. And the said party of the second part undertakes and agrees, for and in consideration of the stipulations of the party of the first part, to pay, or cause to be paid to the party of the first part, his authorized agents or assigns, the sum of one hundred thousand dollars for each battery in the manner and form following.—that is to say, thirty thousand dollars advance upon the full execution of this contract, and a bond of indemnity satisfactory to the party of the second part; twenty-one thousand two hundred and fifty dollars when two-fifths of the work on either of the batteries is completed; twenty-one thousand two hundred and fifty dollars when three-fifths of the work on either of the batteries is completed; twenty-one thousand two hundred and fifty dollars when four-fifths of the work on either of the batteries is completed, and twenty-one thousand two hundred and fifty dollars when either battery shall be completed and delivered.

It is further understood and agreed that if the work is interrupted by the invasion of the enemy, the party of the first part is to receive compensation for work done upon each battery to the time of such interruption.

It is further understood and agreed that the floating battery is to be delivered within sixty days from the date hereof, and the second one within ninety days from the date hereof, and that if the said party of the first part shall fail to deliver them complete, in all respects, according to the plans and specifications, at or within the time specified, to wit: the first vessel on or before the first day of July next, and the second vessel on or before the first day of August next, he shall forfeit the sum of eight hundred dollars for each and every day he shall fail in the delivery aforesaid, provided, that he is not delayed by a failure of the party of the second part to supply the iron for the shield.

And it is further understood and agreed that one-half the sum agreed

upon for each vessel, is to be paid in treasury notes, and the other half in bonds of the Confederate States.

Witness our hands and seals, the day and date first herein written.  
 HENRY D. BASSETT, [Seal.]  
 S. R. MALLORY, [Seal.]

Signed, sealed and delivered in presence of

E. M. TIDBALL.

Z. P. MOSES.

[Copy.]

*Contract of Porter & Watson with Navy Department, Aug. 12th, 1862.*

Articles of agreement made and entered into this day, the twelfth of August, one thousand eight hundred and sixty-two, between the Government of the Confederate States of America and Sidney D. Porter and J. W. Watson, of the city of Mobile, and State of Alabama, doing business under the firm of Porter & Watson, in manner and form following, to wit:

The said Porter & Watson, for the consideration hereinafter mentioned, doth for themselves, their executors, administrators and assigns, covenant, promise and agree to and with the said Confederate States of America, that they, the said Porter & Watson, their executors, administrators and assigns, shall and will, within the space of ninety days next after they shall have received notice of the execution of this contract by the said government, in good and workmanlike manner, according to the terms and specifications and drawings herewith appended and prepared by the Navy Department of the Confederate States of America, to well and substantially build, construct, and complete in a workmanlike manner, two iron-clad ram gun boats, of one hundred and sixty feet of length between perpendiculars, and forty-one feet breadth of beam at the knuckle, and ten and one-half feet depth of hold. The said Government of the Confederate States will furnish the plate iron constituting the armor, and all the necessary bolts for securing the same. The said Porter & Watson to furnish all the necessary machinery and appendages required to make the same complete and efficient under steam, and to consist of two first class high-pressure engines and four boilers for each boat. The engines to be so geared as to run two screw propellers, one upon each quarter. The whole machinery, with all the necessary attachments and appendages, to be arranged and completed to the satisfaction of the chief engineer of the navy, and subject to his inspection, or such other officer as may be appointed for such purpose by the Navy Department of the Confederate States. The whole work to be completed according to specifications, and to have the same ready for delivery within the time herein specified; and that the same be built near Oven Bluff, on the Tombigbee river.

For and in consideration whereof, the said Confederate States of America doth covenant and promise to and with the said Porter & Watson, their executors, administrators and assigns, well and truly pay, or cause to be paid unto the said Porter & Watson, their executor, ad-



ministrator and assigns, the sum of two hundred and seventy thousand dollars (\$270,000) in manner following, to wit: in six instalments, that is to say, when one-sixth part of the work is done, and material furnished, a payment shall be made of one eighth of the amount of this contract, and so on until the whole is completed and delivered, when full payment shall be made; Provided, that one-half of all payments shall be made in treasury notes of the Confederate States and the remaining half in bonds of the Confederate States.

It is further agreed by and between the parties hereto, that the work and materials shall be subject to the approval and inspection of a competent officer, to be designated by the Navy Department of the Confederate States, who shall have the supervision of the work as the same progresses.

And it is further stipulated and agreed, that the said vessels are to be completed and finished in all respects, and that whether the specifications describe all the work to be done or not, the vessels are to be completed and finished consistently with and according to the general plan, drawings and specifications, as if all and singular every detail necessary for completion were specified.

The anchor and chains will be furnished by the Government of the Confederate States.

In witness whereof the said parties have hereunto set their hands and seals this, the twelfth day of August, one thousand eight hundred and sixty-two.

(Signed)

PORTER & WATSON, [Seal.]

(Signed)

EBEN. FARRAND, [Seal.]

Signed, sealed and delivered in presence of

J. H. WARNER.

P. C. COSGROVE.

[Copy.]

*Contract of Porter & Watson with Navy Department, Aug. 13th, 1862.*

This contract made and entered into this 13th day of August, 1862, between the Government of the Confederate States of America, and Sidney D. Porter and J. M. Watson, of the city of Mobile, State of Alabama, doing business under the firm and title of Porter & Watson—

Witnesseth:

That the said Porter & Watson, for the consideration hereinafter mentioned, doth for themselves, their executors, administrators, and assigns, covenant, promise and agree to, and with the said Confederate States of America, that they, the said Porter & Watson, their executors, administrators and assigns, shall, and will, within the time hereinafter set forth, in good and workmanlike manner, according to the terms and specifications, and drawings herewith appended, and prepared by the navy department of the Confederate States of America, to well and substantially build, construct and complete in a workmanlike manner, one (1) iron-clad ram gun boat, of one hundred and eighty feet of

length, and thirty-four feet moulded beam, and fourteen feet depth of hold. The said Government of the Confederate States, will furnish the plate iron constituting the armor, and all the bolts necessary for securing the same. The whole of the work to be complete according to the specifications, and to have the same ready for delivery to the said Government of the States, on, or before the 15th of January, 1863, and that the same shall be built and constructed near Oven Bluff, on the Tombigee river.

For, and in consideration whereof, the said Confederate States, doth covenant and promise to, and with the said Porter & Watson, their executors, administrators and assigns, well and truly to pay, or cause to be paid to the said Porter & Watson, their executors, administrators and assigns, the sum of one hundred and sixty thousand dollars, in manner following to wit: in six instalments, that is to say, when one-sixth part of the work is done, and material furnished, a payment shall be made of one-eighth of the amount of this contract, and so on until the whole work is completed and delivered, when full payment shall be made; Provided, that one-half of all payments shall be made in treasury notes of the Confederate States, and the remaining half in bonds of the Confederate States.

It is further agreed by and between the parties hereto, that the work and materials shall be subject to the inspection of a competent officer, to be designated by the navy department of the Confederate States, who shall have the supervision of the work as the same progresses.

And it is further stipulated and agreed, that the said vessel shall be completed and finished, consistently with, and according to the general plan, drawing and specifications, whether the specifications describe all the work to be done or not, but to be finished complete in all respects, as if all and singular every detail necessary for completion were specified.

In witness whereof, the parties have hereto set their hands and seals, this thirteenth of August, 1862.

PORTER & WATSON, [Seal.]  
EBEN. FARRAND, [Seal].

Signed, sealed and delivered in presence of  
J. H. WARNER.  
P. C. COSGROVE.

[Copy.]

*Contract of H. F. Willink, Jr. with Navy Department, September 13th, 1862.*

NAVY DEPARTMENT, C. S.

This contract, made and entered into this thirteenth day of September, in the year one thousand eight hundred and sixty-two, between H. F. Willink, Jr., of the city of Savannah, and State of Georgia of the first part, and Stephen R. Mallory, Secretary of the Navy, of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees to construct and deliver to the said party of the second part, or to the agent of the navy department at the city of Savannah, within nine months from the date hereof, the hull of one gun boat, to be iron-clad, of the character and description provided in the plans and specifications, and according to the stipulations therein set forth, and which are hereto annexed, and made part and parcel of this contract, and to put in place and fasten the iron-plating on the casemates, and other parts of the vessel to be plated with iron, as provided and shown in the plans and specifications.

It is understood and agreed, that the said party of the first part, is to furnish all the timber and other materials named in the specifications, and necessary for the construction and completion of the vessel, with the exception of the iron for plating the vessel, and the iron-fastenings for the plating, and also the iron-fastenings of the frames and casemates of the vessel, which are to be furnished by the party of the second part.

And the said party of the second part, undertakes and agrees for and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the said party of the first part, his authorized agents or assigns, the sum of one hundred and sixty thousand dollars, in manner and form following, that is to say, the sum of twenty thousand dollars when the stem, stern-post, and keel of the vessel shall be laid; twenty thousand dollars (\$20,000) when the frame is up complete; twenty thousand dollars (\$20,000) when the vessel is planked complete; and twenty-five thousand dollars (\$25,000) when the deck and casemate are framed complete; twenty-five thousand dollars (\$25,000) when the deck and casemate are laid complete and planed off; twenty-five thousand dollars (\$25,000) when the iron plating is put on and fastened complete; and twenty-five thousand dollars (\$25,000) when the vessel shall be completed in every respect according to the specifications, and delivered.

It is further understood and agreed, that the foregoing payments are to be made one-third in bonds of the Confederate States, and two-thirds in treasury notes.

Witness our hands and seals the day and date first herein written.

(Signed) H. F. WILLINK, JR., [Seal.]

(Signed) S. R. MALLORY, *Sec. of Navy*, [Seal.]

Signed, sealed, and delivered in presence of

J. W. CUNNINGHAM,  
GEORGE GAEGOR.

E. M. TIDBALL,  
THEO. S. GARNETT, JR.  
AS to S. R. MALLORY

[Copy.]

*Contract of J. E. Montgomery and A. Anderson, with Navy Department, September 16, 1862.*

This contract made and entered into this 16th day of September, in the year one thousand eight hundred and sixty-two, between J. E. Montgomery, of Missouri, and A. Anderson, of Tennessee, of the first part, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees to construct and complete on the Alabama river, at or near as practicable to Montgomery, Ala., and to deliver to the said party of the second part, or the agent of the navy department at Mobile, Ala., on or before before the 30th day of May, 1863, one iron-clad side wheel steam war vessel, of the size and description provided in, and according to the plans and specifications hereto annexed, and which are made part and parcel of this contract, with the engines, boilers and machinery complete, the character of which is to be determined by the chief engineer of the navy, and to guarantee a speed at the rate of twelve miles per hour in smooth water; and to furnish and put in place, and fasten the iron used for plating said vessel as provided in the specifications. The vessel to be delivered complete in all respects.

And the said party of the first part undertake and pledge themselves to employ all the mechanical skill, labor and energy, and industry, necessary to complete and deliver the said vessel in the shortest possible time, and to omit no effort to attain this end.

And the said party of the second part undertakes and agrees for, and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the said party of the first part, their authorized agents or assigns, the sum of six hundred and sixty-six thousand eight hundred and seventy-two dollars, in the manner and form following, that is to say: upon the execution of this contract, and a bond of indemnity for the sum of one hundred thousand dollars, with two or more sureties satisfactory to the parties of the second part, the sum of fifty thousand dollars (\$50,000) will be advanced; and when one-eighth part of the work on said vessel shall be completed, one-eighth part of the sum agreed upon for the vessel shall be paid, deducting therefrom twenty per centum upon the amount, and the advance of fifty thousand dollars; and when each succeeding one-eighth part of the vessel shall be completed to the satisfaction of the officer or agent, detailed to examine the same, one-eighth of the sum agreed upon for the vessel, deducting therefrom twenty per centum upon each payment, shall be paid; and when the vessel shall be completed and delivered to the satisfaction of the navy department, or its agent in Mobile, the amount of the twenty per centum reservations shall be paid.

And it is further understood and agreed, that if the said vessel shall be delivered complete before the 30th day of May, 1863, the said party of the first part shall be entitled to receive, and will be paid the sum of

two hundred dollars per day for each and every day between the date of delivery and the 30th day of May, 1863; and that if the said vessel shall not be delivered on the said 30th day of May, 1863, that then the said party of the first part shall forfeit the sum of two hundred dollars per day for each and every day between the 30th day of May, 1863, and the date of actual delivery, to be deducted from the twenty per centum reservation.

And it is further understood, that if Mobile should fall into the hands of the enemy, the vessel may be delivered at the point selected for building, after such trial under steam as the party of the second part may prescribe to test the engines, machinery, &c.

Witness our hands and seals the day and date first herein written.

(Signed) J. E. MONTGOMERY, [Seal.]

(Signed) A. ANDERSON, [Seal.]

(Signed) S. R. MALLORY, *Sec'y of the Navy*, [Seal.]

Signed, sealed, and delivered in the presence of

Z. P. MOSES,

E. M. TIDBALL.

[Copy.]

*Contract of Martin & Elliott with Navy Department, Sept. 17, 1862.*

NAVY DEPARTMENT C. S.

This contract made and entered into this 17th day of September, in the year one thousand eight hundred and sixty-two, between Martin & Elliott, of the town of Elizabeth City, and State of North Carolina, of the first part, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part hereby undertakes and agrees to construct and deliver to the said party of the second part, or the agent of the navy department, on or before the first day of March, 1863, at Tarboro', North Carolina, the hull of one gun boat, to be iron-clad, of the character and description provided in and according to the plans and specifications hereto annexed, and which are made part and parcel of this contract.

It is understood and agreed that the said party of the first part are to deliver the vessel complete in all respects ready to receive the engine and machinery, and to put in place and fasten the iron plating on said vessel, as provided in the specifications—the iron plates and the bolts for fastening the same are to be furnished by the party of the second part.

And the said party of the first part undertake and pledge themselves to employ all the mechanical skill, labor, industry and energy necessary to complete and deliver the said vessel in the shortest possible time, and to omit no effort to attain this end.

And the said party of the second part, undertakes and agrees for and in consideration of the stipulations of the said party of the first part

to pay, or cause to be paid to the said party of the first part, their authorized agents or assigns, the sum of forty thousand dollars, in manner and form following, that is to say: five thousand dollars in advance upon the execution of the contract, and a bond of indemnity in the penalty of ten thousand dollars, satisfactory to the party of the second part, and when one-sixth part of the work upon said vessel shall be completed, one-eighth of the sum agreed upon for the vessel will be paid, and so on until the vessel shall be completed to the satisfaction of the navy department, and delivered, when the remaining one-eighth shall be paid.

It is further understood and agreed, that the party of the first part will make alterations in and addition to the specifications hereto annexed, which the party of the second may require, and perform the work in conformity therewith, and for which they are to receive additional compensation, and also allowed additional time to perform the work, if the alterations are such as to require it.

And it is further understood and agreed, that if the work be interrupted by the enemy, the party of the first part is to receive compensation for the work done upon the boat to the time of such interruption; and also that the party of the second part is to furnish any iron fastenings, which cannot be obtained by the party of the first part, the cost of which is to be deducted from the contract price of the boat.

And it is further understood and agreed, that one or more vessels will be built, under the terms of this contract by the party of the first part, at the option of the party of the second part.

Witness our hands and seals the day and date first herein written.

(Signed) MARTIN & ELLIOTT, [Seal.]

(Signed) S. R. MALLORY, *Sec'y of the Navy*, [Seal.]

Signed, sealed, and delivered in the presence of

E. M. TIDBALL,

Z. P. MOSES.

[Copy.]

*Contract of Francis M. Jones with Navy Department, Oct. 16, 1862.*

NAVY DEPARTMENT C. S.

This contract made and entered into this 16th day of October, in the year one thousand eight hundred and sixty-two, between Francis M. Jones, of the city of Charleston, and State of South Carolina, of the first part, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part hereby undertakes and agrees to construct and deliver to the said party of the second part, or the agent of the navy department at the city of Charleston, the hull of one iron-clad steam vessel complete, of the character and description, and according to the stipulations, provided in the specifications and drawings hereto annexed, in the shortest possible time; and in good faith to attain

this end, to employ as many men as can advantageously work on the said vessel until her completion; and also to put in place and fasten the iron plating for said vessel, which iron plating and the fastenings therefor are to be supplied by the party of the second part.

And the said party of the second part undertakes and agrees for and in consideration of the stipulations of the said party of the first part, to pay or cause to be paid to the said party of the first part, his authorized agents or assigns, the sum of one hundred and twenty thousand dollars, in manner and form following, that is to say: when stem and stern post are raised, twelve thousand dollars; when frame is completed, keelsons in and ready for planking, twenty-four thousand dollars; when ceiling and deck frames are in, twelve thousand dollars; when planked, twelve thousand dollars; when sponsons and rafters are up, twelve thousand dollars; when deck is laid, twelve thousand dollars; when ready to launch, twelve thousand dollars; when joiners' work is complete, twelve thousand dollars; and the remainder when fully completed and ready to receive the iron armor.

And the said party of the second part, further agrees to pay the current wages of the persons employed to put on and fasten the iron plating on said vessel; the payments to be made semi-weekly, or monthly, on the certificate of the superintending officer, as to the amount due.

It is further understood that the payments for the vessel above provided for, are to be made one-half in bonds of the Confederate States and one-half in treasury notes.

(Signed) S. R. MALLORY, *Sec'y of the Navy*, [Seal.]

(Signed) FRANCIS M. JONES, [Seal.]

Signed, sealed, and delivered in the presence of

Z. P. MOSES, }  
E. M. TIDBALL, } AS TO S. R. MALLORY.

JOHN FERGUSON, }  
WM. P. HOLMES, } AS TO FRANCIS M. JONES.

[Copy.]

*Contract of Howard & Ellis with Navy Department, Oct. 17, 1862.*

This contract made and entered into this 17th day of October, in the year one thousand eight hundred and sixty-two, between Howard & Ellis, of the town of Newbern, and State of North Carolina, of the first part, and Stephen R. Mallory, Secretary of the Navy of the Confederate States of America, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees to construct and deliver to the said party of the second part, or the agent of the navy department, on or before the first day of March, 1863, at White Hall, North Carolina, the hull of one gun boat, to be iron-clad, of the character and description provided in and according to the plans

and specifications hereto annexed, and which are made part and parcel of this contract.

It is understood and agreed, that the said party of the first part are to deliver the vessel complete in all respects ready to receive the engine and machinery, and to put in place and fasten the iron plating on said vessel, as provided in the specifications, the iron plates and the bolts for fastening the same are to be furnished by the party of the second part.

And the said party of the first part undertake and pledge themselves to employ all the mechanical skill, labor, industry and energy necessary to complete and deliver the said vessel in the shortest possible time, and to omit no effort to attain this end.

And the said party of the second part, undertakes and agrees for and in consideration of the stipulations of the said party of the first part to pay, or cause to be paid to the said party of the first part, their authorized agents or assigns, the sum of forty thousand dollars, in the manner and form following, that is to say: five thousand dollars in advance upon the execution of this contract, and a bond of indemnity in the penalty of ten thousand dollars, satisfactory to the party of the second part; and when one-sixth part of the work upon said vessel shall be completed, one-eighth of the sum agreed upon for the vessel will be paid; and so on until the vessel shall be completed to the satisfaction of the navy department, and delivered, when the remaining one-eighth shall be paid.

It is further understood and agreed, that the party of the first part will make alterations in and additions to the specifications hereto annexed, which the party of the second part may require and perform the work in conformity therewith, and for which they are to receive additional compensation, and also allowed additional time to perform the work, if the alterations are such as to require it.

And it is further understood and agreed, that if the work be interrupted by the enemy, the party of the first part is to receive compensation for the work done upon the boat to the time of such interruption; and also that the party of the second part is to furnish any iron fastenings, which cannot be obtained by the party of the first part, the cost of which is to be deducted from the contract price of the boat.

And it is further understood and agreed, that one or more vessels will be built, under the terms of this contract by the party of the first part at the option of the party of the second part.

Witness our hands and seals the day and date herein written.

(Signed)

HOWARD & ELLIS, [Seal.]

(Signed)

J. W. COOKE, Com'r, [Seal.]

Signed, sealed and delivered in the presence of

J. D. HORINBLOW,

JNO. E. ARREYETT,

[Copy.]

*Contract of Thomas Moore and John Smoker with Navy Department,  
November 1st, 1862.*

This contract made and entered into this the first day of November, in the year one thousand eight hundred and sixty-two, between Thomas



Moore and John Smoker, of the Parish of St. Tammary, and State of Louisiana, of the first part, and J. H. Carter, Lieutenant in the navy of the Confederate States of America, for, and in behalf of the Government of the Confederate States, of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees to construct and deliver to the party of the second part, or to the authorized agent of the navy department, within six months from the date hereof, at Shreveport, Louisiana, on the Red river, one iron-clad steam gun boat, of the character and description provided in, and according to the plans and specifications hereto annexed, and which are made part and parcel of this contract. The said party of the first part to furnish all materials of every kind for the construction of the said vessel, to furnish, put in place, and fasten the iron plates on the vessel, as provided in the specifications; and furnish, erect, and put in place the engines, boilers and machinery, in complete working order, and to guarantee a rate of speed of ten miles per hour.

And the said party of the second part, undertakes and agrees, for, and in consideration of the stipulations of the said party of the first part, to pay, or cause to be paid, to the said party of the first part, his authorized agents or assigns, the sum of three hundred and thirty-six thousand five hundred dollars, in manner and form following, that is to say, as the work progresses, to pay monthly the sum of forty-five thousand dollars, for the period of six months, from the date of this contract.

And it is further agreed between the parties aforesaid, that any slight deviation from the plan and specifications heretofore made a part of this contract, shall involve no additional cost to the Confederate States Government in the construction of said vessel.

Witness our hands and seals the day and date first herein written.

(Signed)	THOMAS MOORE, [Seal.]
(Signed)	JOHN SMOKER, [Seal.]
(Signed)	J. H. CARTER, [Seal.]

Signed, sealed and delivered in the presence of

GEO. ALBAN,  
THOS. H. CLARK.

#### *Supplement.*

It is further understood and agreed by the parties aforesaid, that the six monthly payments of forty-five thousand dollars each, provided in the foregoing contract, shall each be made upon the certificate of the superintending officer, that one-sixth part of the work on said vessel is completed, and that the remainder of the sum agreed upon to be paid for said vessel, sixty-six thousand five hundred dollars shall be paid when the vessel is completed to the satisfaction of the superintending officer, and delivered to the agent of the navy department appointed to receive it.

Given under our hands and seals the 22d day of Dec., A. D. 1862.

(Signed)	THOMAS MOORE, [Seal.]
(Signed)	JOHN SMOKER, [Seal.]
(Signed)	J. H. CARTER, [Seal.]

Test: THOS. H. CLARK,  
E. COVERT.

[Copy.]

*Contract of Martin & Elliott with Navy Department, Dec. 1st, 1862.*

NAVY DEPARTMENT C. S.

This contract made and entered into this first day of December, A. D., 1862, between Martin & Elliott, of Elizabeth City, and State of North Carolina, of the first part, and James W. Cooke, Commander in the navy of the Confederate States, acting by authority of Stephen R. Mallory, Secretary of the Navy of the Confederate States, for and in behalf of the Government of the Confederate States of the second part—

Witnesseth:

That the said party of the first part, hereby undertakes and agrees to construct and deliver to the said party of the second part, or the agent of the navy department, on or before the first day of February, 1863, at Tillery's farm, on the Roanoke river, in North Carolina, the hull of one stationery, floating, four gun iron-clad battery, of the character and description provided in and according to the plans and specifications hereto annexed, and which are made part and parcel of this contract.

It is understood and agreed that the parties of the first part are to deliver the vessel complete in all respects ready to receive the armament; and to put in place and fasten the iron plating on said battery, the iron plates with punched holes, and the bolts for fastening the same to be furnished by the party of the second part.

In consideration of the stipulations of the party of the first part, the party of the second part undertakes and agrees to pay, or cause to be paid to the said party of the first part, their authorized agents or assigns, the sum of twenty-six thousand six hundred and fifty-four dollars, in the manner and form following, that is to say: when one-fifth of the work is done, five thousand dollars will be paid; when two-fifths of the work is done, five thousand dollars will be paid; when three-fifths of the work is done, five thousand dollars will be paid; when four-fifths of the work is done, five thousand dollars will be paid; and when the battery is completed and delivered, the remaining sum of six thousand and fifty-four dollars will be paid.

It is further understood and agreed, that the party of the first part will make alterations in, and additions to the specifications hereto annexed, which the party of the second part may require and perform the work in conformity therewith, and for which the party of the first part is to receive additional compensation, and allowed additional time to perform the work, if the alterations are such as to require it.

And it is further understood and agreed, that if the work be interrupted by the enemy, the party of the first part is to receive compensation for the work done upon the battery to the time of such interruption; and also that the party of the second part is to furnish any iron fastening, which cannot be obtained by the party of the first part, the cost of which is to be deducted from the contract price of the battery.

Witness our hands and seals the day and date first above written.

(Signed)

MARTIN &amp; ELLIOTT, [Seal.]

(Signed)

J. W. COOKE, *Com'r*, [Seal.]

Signed, sealed and delivered in presence of

J. F. SNELL.

As to Martin &amp; Elliott.

Mr. MAXWELL offered the following resolution :

*Resolved*, That the Secretary of the Navy be requested to send before the Committee, the person referred to in his communication of the 5th inst., to give such testimony in relation to contracts of the navy department with persons abroad, as is within his knowledge.

Mr. PHELAN. I offer the following as a substitute for that resolution:

*Resolved*, That the resolution of the Committee and the reply of the Secretary of the Navy thereto, in relation to the disclosure of certain contracts for the construction of naval vessels abroad, be transmitted to the President, with the request that he communicate to the Committee, as soon as possible, his opinion as to whether the delivery of such contracts to the Committee would be consistent with the public interest.

The question having been put on the amendment offered by Mr. PHELAN, it was agreed to, and the resolution as amended, was then adopted.

Mr. MAXWELL. In regard to the motion submitted on Tuesday last by the Senator from Mississippi, (Mr. PHELAN,) inviting the Secretary of the Navy to appear before the Committee to answer such questions as may be put to him, I will state upon the authority of the Secretary, that while he is willing to answer any questions which the Committee may think proper to put to him, he would prefer that these questions would be put in writing, such a procedure being more consistent with his convenience, than his personal appearance before the Committee, which would involve delay and inconvenience in the discharge of his public duties. I move that any member of the Committee be authorized to submit to the Secretary of the Navy, any written interrogatories which he may desire to submit.

Mr. FOOTE. I move to amend that proposition as follows:

And that, after such interrogatories shall be answered by him in writing, the Secretary be invited to come before the Committee, for the purpose of responding to other interrogatories that any member may choose to propound to him in relation to the interrogatories already put to him, or any other matter in respect to which any member may choose to question him.

Mr. BARKSDALE. I call the question.

The call was sustained, and the question being put, which was on the amendment, was decided in the negative.

The question recurring on the motion submitted by MAXWELL, it was agreed to.

The Committee then proceeded to the consideration of a resolution offered by Mr. MAXWELL on Tuesday last, and an amendment offered thereto by Mr. DUPRE.

Mr. MAXWELL's resolution reads as follows:

*Resolved*, That the respective Chairmen of this Committee ask, each his own House, for authority to print the testimony taken before this Committee.

Mr. DUPRE's amendment reads:

*Resolved*, That the respective Chairmen of the Committee of the two Houses report to them the conclusion of the examination ordered by their joint resolution, and ask leave to print the evidence taken before them, and to employ, if necessary, another person than the public printer to do the work.

Mr. MAXWELL. I accept the amendment.

The amendment was then adopted.

On motion of Mr. DUPRE, the Committee then adjourned until Tuesday next, the 10th inst, at 10 o'clock.

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TUESDAY, MARCH 10, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Semmes, (Acting Chairman,) Maxwell and Barksdale.

Mr. SEMMES laid before the Committee, the following communication from Capt. Wm. C. Whittle:

RICHMOND, VA., *March 10th, 1863.*

SIR: I beg leave to transmit to you the enclosed papers, and to ask that they may be appended to the testimony which I have given before the Congressional Committee, of which you are the Chairman.

I am, sir, respectfully, your obedient servant,

WM. C. WHITTLE, *C. S. N.*

*Hon. C. C. CLAY, of the Confederate Senate, Present:*

The following are the papers referred to:

[Copy.]

NEW ORLEANS, *19th April, 1862.*

SIR: The attention of the commander of each individual vessel being necessarily engrossed by his own command, you will at once assume the direction of all naval operations in the neighborhood of Fort Jackson, and keep me constantly advised of all that may be transpiring there.

You will hasten the departure of the Louisiana, (on board of which vessel you are expected to be,) by all the means in your power, and prepare her in the shortest possible time to meet the enemy.

You will hold yourself in readiness, should occasion require it, to shift at a moment's notice, the scene of your operations. Impress upon the officers and men of the navy and the volunteers under your command, that the eyes of the country are upon them. They are expected to emulate the glorious deeds recently enacted in Hampton Roads. They will not disappoint the expectation of their country.

This arrangement is intended to be temporary. Wishing you glory and happiness,

I am, very respectfully, &c.,

WM. C. WHITTLE,

*Commandant Naval Station, New Orleans.*

*Commander J. K. MITCHELL, C. S. N., Present.*

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[Copy.]

COMMANDANT'S OFFICE, NAVAL STATION, }  
New Orleans, *April 23d, 1862.* }

SIR: Can you not occupy the position below Fort St. Phillip, so as to enfilade the mortar boats of the enemy, and give time to the garrison

to repair damages at Fort Jackson? See Gen. Duncan on the subject. Higgins will go and point out the position. As I understand it, it is covered by the fire of the two forts, and would require that the bomb vessels should be re-adjusted to get your range. Strain a point to effect this.

I am, respectfully, &c.,

WM. C. WHITTLE,  
*Commandant.*

*Commander J. K. MITCHELL,*  
*Senior Naval Officer, Fort Jackson, La.*

[Copy.]

*Received from Fort Jackson at 10 o'clock, 50 minutes, P. M., April 23d, 1862.*

*To Captain WM. C. WHITTLE,*  
*Commanding Naval Station—*

Your telegraph received. I have since reconnoitered the enemy's position myself, and will take up a position to-morrow night, to act against the mortar boats by daylight. I am about to communicate now with Gen. Duncan, and if he thinks that he cannot hold out till then, I will move to his support as soon as possible. My present position as good as any to prevent their passage of the forts by the enemy.

Freeman says our propellers will be ready to-morrow evening. He goes up on the Diana at once.

J. K. MITCHELL,  
*Commanding Naval Forces.*

The Committee ordered that these documents be placed upon the record of this day.

The following are interrogatories put to the Secretary of the Navy by Mr. SEMMES, and the responses of the Secretary thereto:

*1st Question.* Have any contracts for the purchase of steam engines and machinery for gun boats been made by the department in Europe, or have such engines and machinery been actually purchased? If so, where? what number? and at what cost? and have any such engines and machinery been received? If so, how many and when? and how many are in transit?

*Answer.* Contracts for twenty-four steam engines, to be built in Europe, were made in August last, the cost of which was to be the cost of construction and expenses, and a commission of eight per centum upon delivery. Others have been ordered, together with a large supply of boiler iron. None have been received, nor do I know that any are in transit.

*2d Question.* You telegraphed some time in April, 1862, I think 17th, to Commodore Whittle, at New Orleans, to ascertain the condition of the rafts at the forts. Did you receive any answer thereto? If so, state the answer. If not, state why you made the inquiry, and why you did not repeat the dispatch?

*Answer.* My telegram to Capt. Whittle was as follows: "Richmond, April 17, 1862. Is the boom or raft below the forts in order to resist the enemy, or has any part of it given away—state condition."

The reply was as follows: "New Orleans April 18, 1862. Telegram received. I hear the raft below the forts is not in best condition—they are strengthening it by additional lines. I have furnished anchors."

*3d Question.* Were you aware that the raft at the forts first constructed had given away? If so, when? Did, or did not the Secretary of War in February or March, 1862, communicate to you the fact that the first raft at the forts had given way, or that Gen. Lovell had so reported to him?

*Answer.* The commanding general at New Orleans had the exclusive charge of the construction of the raft, or obstruction in question, and his correspondence with the war department induced confidence in the security of New Orleans from the enemy. I was aware that this raft had been injured, but did not doubt that the commanding general would renew it, and place an effectual barrier across the river, and I was anxious that the navy should afford all possible aid. I am not aware whether or not the injury to the raft was communicated to me by the Secretary of War. I have no record to guide my recollection upon the subject. A large number of anchors was sent to New Orleans from Norfolk for the raft.

*4th Question.* Has it, or not been difficult to get out of foreign ports the war vessels built by us, and what was the reason of the difficulty?

*Answer.* Vessels built by us in a foreign port could not leave the port at all as vessels of war. They left as merchant vessels without means of offence or defence. One of them escaped seizure in such port by one day, and only through the energy and ability of our agent. The other was arrested four times in an English port, and finally libelled, but released after full hearing before a Court of Admiralty, and reached a Confederate port to fit out as a man-of-war, nearly six months after leaving England. Act 59, George III., Chapter 69, commonly known as the "Enlistment Act," prohibits "under a penalty of fine and imprisonment, with forfeiture of the property, the equipment, furnishing, fitting out, or arming of any vessel, to be employed in the service of any foreign prince, state or potentate, with intent to commit hostilities against the subjects or citizens of any prince or state with whom his Majesty shall not then be at war."

*5th Question.* Is it not necessary to conduct building of war vessels abroad with great secrecy? If so, why?

*Answer.* Yes; the reasons are found in the foregoing answer, and the further fact that the Government of the United States has a large force of spies and detectives to watch and expose every transaction of the kind abroad.

The Committee adjourned until Saturday next, the 14th inst., at 10 o'clock.

SATURDAY, MARCH 14, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, (Chairman,) Semmes, Maxwell and Barksdale.

The CHAIR laid before the Committee the following letter from the President, in response to the resolution of Mr. PHELAN, adopted on the 7th instant:

CONFEDERATE STATES OF AMERICA, }  
*Executive Department,* }  
 Richmond, Va., *March 10th, 1863.* }

*Hon. C. C. CLAY, Chairman, &c., &c.—*

I have the honor to acknowledge yours of the 7th inst., and to reply that contracts made for the construction of vessels of war in foreign countries for the service of the Confederate States, can only be successfully executed by the maintenance of the utmost secrecy, and are undertaken by the builder at hazard to himself, which would only be encountered under entire confidence that the transaction would not be divulged by the agents of our government with whom such contracts were made, so as by any contingency to allow the information to become available in a prosecution.

For these reasons I do not think it would be consistent with the public interest or the good faith of the government to furnish copies as requested.

Desirous at all times that the most entire knowledge of the operations of the Executive Department should, as far as is consistent be possessed by the legislative branch of the government, I hope the proposition of the Secretary of the Navy will be found satisfactory to the committee, as it seems to offer the desired information without the objection which attaches to furnishing copies.

Ill-health has prevented me from giving an earlier answer.

Very truly yours,

JEFFERSON DAVIS.

The Committee then adjourned to meet again on Saturday next, the 21st inst.

SATURDAY, MARCH 21, 1863.

There being no quorum present, the Committee adjourned until Tuesday next, the 24th inst.

TUESDAY, MARCH 24, 1863.

The Committee met at 10 o'clock.

Present—Messrs. Clay, Semmes, Barksdale, Phelan and Peyton.

On motion of Mr. SEMMES, it was agreed to commit to Messrs. PHELAN and BARKSDALE, the duty of contracting for the printing of the testimony taken before the Committee. Whereupon, the Committee adjourned over until the next meeting of Congress, which takes place the second Monday of December next.











B.P.L. Bindery  
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