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ROBERT SMALLS.

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APRIL 18, 1898.—Ordered to be printed.

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Mr. MASON, from the Committee on Claims, submitted the following

REPORT.

[To accompany S. 1313.]

This bill, in favor of Robert Smalls, has been reported favorably at different times and by different committees since the Forty-ninth Congress.

The amount recommended heretofore has been the sum of \$20,000.

Your committee recommend the passage of the bill with the following amendment:

in line 6 strike out the words "twenty thousand dollars" and insert the words "five thousand dollars."

Your committee annex a statement made by the claimant, also a statement of Rufus Sexton, and the report of the Committee on War Claims of the Fifty-fifth Congress.

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The steamer *Planter* was built at Charleston, S. C., in 1860. Her timbers were live oak and cedar. She was 60 feet over all in width. She was 157 feet keel, 9 feet deep, flat bottom, two separate engines. She could go ahead on one and back on the other, so she could turn around in her own length, and cost \$32,000 when completed and ready for service. She was chartered to the Confederate government by her owner, Capt. John Ferguson, early in 1861, at the rate of \$125 a day, payable in gold. This boat was turned over to the United States Government May 13, 1862, and was used by the Navy Department for over a year and turned over to the Quartermaster's Department, in which department she was used until the end of the war. She went out of commission September, 1866. She was put up for sale by the Government at Charleston, S. C., and Mr. Charles H. Campbell, of New York, bid at the sale \$25,000 for the original owner, which bid was rejected. This was in August; and later, in September, she was sent to Baltimore, and there she was sold in the latter part of September or the 1st of October. What she brought there I do not know, as I was discharged and left her on the 18th of said month.

She was not 2 years old when I turned her over to the Government in 1862; and there was no boat in the Quartermaster's Department of her class rendered more service than she did. Her carrying capacity was great; any regiment could march right aboard of her at any time and could be carried with ease. Being flat bottomed and of light draft, not drawing more than 4 feet light or 6½ loaded, for transporting artillery and cavalry she was indispensable, especially going up narrow creeks, as the records

of the Department will bear out, and her capacity for carrying commissary stores was great.

The information given by me relating to the building of different fortifications along the coast and of the laying of torpedoes in the various rivers and creeks was considered by Admiral Dupont, then commanding the South Atlantic Squadron, of great value, and especially the book containing the secret of the signals of the Confederacy, as they were given by the waving of flags, were considered of as much value as the boat itself, especially to the blockading fleet off Charleston, as they could read every signal made from Fort Sumter, Fort Moultrie, or Morris Island to the city.

The *Planter* was an armed transport of the Confederacy, carrying a long 32-pounder pivot gun on her forward deck, a 24 Howitzer on her after deck, and was used especially as dispatch boat for General Ripley, who was in command at the post of Charleston, hence her loss to the Confederacy was considered very serious, also the bringing out of the four guns, with all of its equipments and the ammunition intended for Fort Ripley, among which was one new Brooke 100-pound rifle.

Yours, respectfully,

ROBERT SMALLS,  
*Late Captain said Steamer.*

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No. 1821 SIXTEENTH STREET,  
*Washington, D. C., April 9, 1897.*

At the request of Mr. Smalls it gives me great pleasure to state that I was on duty in South Carolina as military governor of the Department of the South and had the *Planter* in my command. I made many trips on her between Charleston and Port Royal and among the Sea Islands, and can testify from personal knowledge to the great value of her services under the command of her brave Captain Smalls during the blockade and in our military operations among the Sea Islands. Her loss to the Confederates was severely felt by them.

I know that Admiral Du Pont regarded the feat of Smalls in bringing the boat to our side as one of the coolest and most gallant naval acts of the war, and he commended Smalls's conduct and character most highly, personally, to me.

I hope this bill may speedily pass Congress.

RUFUS SAXTON,  
*Late Brevet Major-General and Military Governor of the Department of the South.*

**House Report No. 120, Fifty-fifth Congress, second session.**

Mr. OTJEN, from the Committee on War Claims, submitted the following

**REPORT.**

[To accompany H. R. 1333.]

The Committee on War Claims, to whom was referred the bill (H. R. 1333) for the relief of Robert Smalls, submit the following report:

The facts out of which this bill for relief arises will be found stated in a report from the Committee on War Claims of the Fifty-fourth Congress, a copy of which is hereto attached and made a part of this report.

Your committee recommend the passage of the bill.

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[House Report No. 688, Fifty-fourth Congress, first session.]

The Committee on War Claims, to whom was referred the bill (H. R. 1866) authorizing a reappraisal of the steam transport boat *Planter*, captured by Robert Smalls, and for a distribution of proceeds thereof, submit the following report:

The facts out of which this claim for relief arises will be found stated in House report of the Committee on War Claims, No. 3595, second session Forty-ninth Congress, on file with the papers in the case.

The examination of the claim by your committee leads them substantially to the same conclusions as those reached by the committee of the Forty-ninth Congress. It is therefore deemed unnecessary to recapitulate the facts set forth in that report, a copy of which is hereto attached for information.

Your committee recommend the passage of the bill.

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[House Report No. 3595, Forty-ninth Congress, second session.]

The Committee on War Claims, to whom was referred the bill (H. R. 10323) for the relief of the pilot and crew of the steamer *Planter*, beg leave to report as follows:

The facts on which this claim is based were investigated by the Committee on Naval Affairs of the Forty-seventh Congress, and were as follows, as embodied in the report of that committee (No. 1887, second session of Forty-seventh Congress):

This claim is rested upon the very valuable services rendered by Robert Smalls to the country during the late war. The record of these has been very carefully investigated, and portions of it are appended as exhibits to this report. They show a degree of courage, well directed by intelligence and patriotism, of which the nation may well be proud, but which for twenty years has been wholly unrecognized by it. The following is a succinct statement and outline of them:

On May 13, 1862, the Confederate steamboat *Planter*, the special dispatch boat of General Ripley, the Confederate post commander at Charleston, S. C., was taken by Robert Smalls under the following circumstances from the wharf at which she was lying, carried safely out of Charleston Harbor, and delivered to one of the vessels of the Federal fleet then blockading that port:

On the day previous, May 12, the *Planter*, which had for two weeks been engaged in removing guns from Coles Island to James Island, returned to Charleston. That night all the officers went ashore and slept in the city, leaving on board a crew of eight men, all colored. Among them was Robert Smalls, who was virtually the pilot of the boat, although he was only called a wheelman, because at that time no colored man could have, in fact, been made a pilot. For some time previous he had been watching for an opportunity to carry into execution a plan he had conceived to take the *Planter* to the Federal fleet. This, he saw, was about as good a chance as he

## ROBERT SMALLS.

would ever have to do so, and therefore he determined not to lose it. Consulting with the balance of the crew, Smalls found that they were willing to cooperate with him, although two of them afterwards concluded to remain behind. The design was hazardous in the extreme. The boat would have to pass beneath the guns of the forts in the harbor. Failure and detection would have been certain death. Fearful was the venture, but it was made. The daring resolution had been formed, and under command of Robert Smalls wood was taken aboard, steam was put on, and with her valuable cargo of guns and ammunition, intended for Fort Ripley, a new fortification just constructed in the harbor, about 2 o'clock in the morning the *Planter* silently moved off from her dock, steamed up to North Atlantic Wharf, where Smalls's wife and two children, together with four other women and one other child, and also three men, were waiting to embark. All these were taken on board, and then, at 3.25 a. m. May 13, the *Planter* started on her perilous adventure, carrying nine men, five women, and three children. Passing Fort Johnson, the *Planter's* steam whistle blew the usual salute and she proceeded down the bay. Approaching Fort Sumter, Smalls stood in the pilot house leaning out of the window, with his arms folded across his breast, after the manner of Captain Relay, the commander of the boat, and his head covered with the huge straw hat which Captain Relay commonly wore on such occasions.

The signal required to be given by all steamers passing out was blown as coolly as if General Ripley was on board, going out on a tour of inspection. Sumter answered by signal, "All right," and the *Planter* headed toward Morris Island, then occupied by Hatch's light artillery, and passed beyond the range of Sumter's guns before anybody suspected anything was wrong. When at last the *Planter* was obviously going toward the Federal fleet off the bar, Sumter signaled toward Morris Island to stop her. But it was too late. As the *Planter* approached the Federal fleet, a white flag was displayed, but this was not at first discovered, and the Federal steamers, supposing the Confederate rams were coming to attack them, stood out to deep water. But the ship *Oward*, Captain Nichols, which was not a steamer, remained, opened her ports, and was about to fire into the *Planter*, when she noticed the flag of truce. As soon as the vessels came within hailing distance of each other, the *Planter's* errand was explained. Captain Nichols then boarded her, and Smalls delivered the *Planter* to him. From the *Planter* Smalls was transferred to the *Augusta*, the flag ship off the bar, under the command of Captain Parrott, by whom the *Planter*, with Smalls and her crew, were sent to Port Royal to Rear-Admiral Du Pont, then in command of the Southern squadron.

Captain Parrott's official letter to Flag Officer Du Pont and Admiral Du Pont's letter to the Secretary of the Navy are appended hereto.

Captain Smalls was soon afterwards ordered to Edisto to join the gunboat *Crusader*, Captain Rhind. He then proceeded in the *Crusader*, piloting her and followed by the *Planter*, to Simmons's Bluff, on Wadmalaw Sound, where a sharp battle was fought between these boats and a Confederate light battery and some infantry. The Confederates were driven out of their works, and the troops on the *Planter* landed and captured all the tents and provisions of the enemy. This occurred some time in June, 1862.

Captain Smalls continued to act as pilot on board the *Planter* and the *Crusader*, and as blockading pilot between Charleston and Beaufort. He made repeated trips up and along the rivers near the coast, pointing out and removing the torpedoes which he himself had assisted in sinking and putting in position. During these trips he was present in several fights at Adams's Run, on the Dawbe River, where the *Planter* was hotly and severely fired upon; also at Rockville, Johns Island, and other places. Afterwards he was ordered back to Port Royal, whence he piloted the fleet up Broad River to Pocotaligo, where a very severe battle ensued. Captain Smalls was the pilot on the monitor *Keokuk*, Captain Ryan, in the memorable attack on Fort Sumter, on the afternoon of the 7th of April, 1863. In this attack the *Keokuk* was struck ninety-six times, nineteen shots passing through her. She retired from the engagement only to sink on the next morning, near Light-House Inlet. Captain Smalls left her just before she went down, and was taken with the remainder of the crew on board of the *Ironsides*. The next day the fleet returned to Hilton Head.

When General Gillmore took command Smalls became pilot in the quartermaster's department in the expedition on Morris Island. He was then stationed as pilot of the *Stono*, where he remained until the United States troops took possession of the south end of Morris Island, when he was put in charge of Light-House Inlet as pilot.

Upon one occasion, in December, 1863, while the *Planter*, then under Captain Nickerson, was sailing through Folly Island Creek the Confederate batteries at Secessionville opened a very hot fire upon her. Captain Nickerson became demoralized and left the pilot house and secured himself in the coal bunker. Smalls was on the deck, and finding out that the captain had deserted his post, entered the pilot house, took command of the boat, and carried her safely out of the reach of the guns. For this

conduct he was promoted by order of General Gillmore, commanding the Department of the South, to the rank of captain, and was ordered to act as captain of the *Planter*, which was used as a supply boat along the coast until the end of the war. In September, 1866, he carried his boat to Baltimore, where she was put out of commission and sold.

Besides the daring enterprise of Captain Smalls in bringing out the *Planter*, his gallant conduct in rescuing her a second time, for which he was made captain of her, and his invaluable services to the Army and Navy as a pilot in waters where he perfectly knew not only every bank and bar, but also where every torpedo was situated, there are still other elements to be considered in estimating the value of Captain Smalls's services to the country. The *Planter* on the 13th of May, 1862, was a most useful and important vessel to the enemy. The loss of her was a severe blow to the enemy's service in carrying supplies and troops to different points of the harbor and river fortifications. At the very time of the seizure she had on board the armament for Fort Ripley. The *Planter* was taken by the Government at a valuation of \$9,000, one-half of which was paid to the captain and crew, the captain receiving one-third of one-half, or \$1,500. Upon what principle the Government claimed one-half of this capture can not be divined, nor yet how this disposition could have been made of her without any judicial proceeding. That \$9,000 was an absurdly low valuation for the *Planter* is abundantly shown by facts stated in the affidavits of Charles H. Campbell and E. M. Baldwin, which are appended. In addition thereto their sworn average valuation of the *Planter* was \$67,500. The report of Montgomery Sicard, commander and inspector of ordnance, to Commodore Patterson, navy-yard commandant, shows that the cargo of the *Planter*, as raw material, was worth \$3,043.05; that at antebellum prices it was worth \$7,163.35, and at war prices \$10,290.60. For this cargo the Government has never paid one dollar. It is a severe comment on the justice as well as the boasted generosity of the Government that, while it had received \$60,000 to \$70,000 worth of property at the hands of Captain Smalls, it has paid him the trifling amount of \$1,500, and for twenty years his gallant, daring, and distinguished and valuable services which he has rendered to the country have been wholly unrecognized.

Report of Flag Officer Du Pont.

FLAGSHIP WABASH,

Port Royal Harbor, South Carolina, May 14, 1862.

SIR: I inclose a copy of a report from Commander E. G. Parrott, brought here last night by the late rebel steam tug *Planter*, in charge of an officer and crew from the *Augusta*. She was the armed dispatch and transportation steamer attached to the engineer department at Charleston, under Brigadier-General Ripley, whose barge, a short time since, was brought out to the blockading fleet by several contrabands.

The bringing out of this steamer, under all the circumstances, would have done credit to anyone. At 4 o'clock in the morning in the absence of the captain, who was on shore, she left her wharf close to the Government office and headquarters, with Palmetto and Confederate flags flying passed the successive forts, saluting as usual by blowing her steam whistle. After getting beyond the range of the last gun she quickly hauled down the rebel flags and hoisted a white one.

The *Onward* was the inside ship of the blockading fleet in the main channel, and was preparing to fire when her commander made out the white flag. The armament of the steamer is a 32-pounder, or pivot, and a fine 24-pounder howitzer. She has, besides, on her deck four other guns, one 7-inch rifled, which were to have been taken the morning of the escape to the new fort on the middle ground. One of the four belonged to Fort Sumter, and had been struck in the rebel attack on the fort on the muzzle. Robert, the intelligent slave and pilot of the boat, who performed this bold feat so skillfully, informed me of this fact, presuming it would be a matter of interest to us to have possession of this gun. This man, Robert Smalls, is superior to any who have come to our lines, intelligent as many of them have been. His information has been most interesting and portions of it of the utmost importance.

The steamer is quite an acquisition to the squadron by her good machinery and very light draft. The officer in charge brought her through St. Helena Sound and by the inland passage down Beaufort River, arriving here at 10 o'clock last night.

On board the steamer when she left Charleston were 8 men, 5 women, and 3 children.

I shall continue to employ Robert as a pilot on board the *Planter* for the inland waters, with which he appears to be very familiar. I do not know whether, in the views of the Government, the vessel will be considered a prize; but, if so, I respectfully submit to the Department the claims of this man Robert and his associates.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag Officer, Commanding, etc.

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

UNITED STATES STEAMSHIP AUGUSTA,  
Off Charleston, May 15, 1862.

SIR: I have the honor to inform you that the rebel armed steamer *Planter* was brought out to us this morning from Charleston by eight contrabands, and delivered up to the squadron. Five colored women and three children are also on board. She carried one 32-pounder and one 24-pounder howitzer, and has also on board four large guns, which she was engaged in transporting.

I send her to Port Royal at once, in order to take advantage of the present good weather. I send Charleston papers of the 12th, and the very intelligent contraband who was in charge will give you the information which he has brought off.

I have the honor to request that you will send back, as soon as convenient, the officer and crew sent on board.

I am, respectfully, etc., your obedient servant,

E. G. PARROTT,  
Commander and Senior Officer present.

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

WAR DEPARTMENT,  
QUARTERMASTER-GENERAL'S OFFICE,  
- Washington, D. C., January 3, 1863.

SIR: Your communication of the 26th ultimo, in relation to your services on the steamer *Planter* during the rebellion, and requesting copies of any letters from General Gillmore and other officers on the subject, has been received.

The records of this office show that the name of Robert Smalls is reported by Lieut. Col. J. J. Ellwell, Hiltonhead, S. C., as a pilot, at \$50 per month, from March 1, 1863, to September 30, 1863; and from October 1, 1863, to November 20, 1863, at \$75 per month.

He was then transferred to Capt. J. L. Kelly, assistant quartermaster, November 20, 1863, by whom he was reported as pilot from November 21 to November 30, 1863. He is reported by that officer in same capacity from December 1, 1863, until February 29, 1864, at \$150 per month.

The name of Robert Smalls is then reported by Captain Kelly as captain of the steamer *Planter*, at \$150 per month, from March 1, 1864, until May 15, 1864, when transferred to the quartermaster in Philadelphia.

He is reported by Capts. C. D. Schmidt, G. R. Orme, W. W. Van Ness, and John R. Jennings, assistant quartermasters at Philadelphia, as captain of the *Planter*, at \$150 per month from June 20, 1864, to December 16, 1864, when transferred to Capt. J. L. Kelly, assistant quartermaster, Hilton Head, S. C., by whom he is reported to January 31, 1865.

From February 1, 1865, he is reported as a "contractor," victualing and manning the steamer *Planter*.

I respectfully inclose herewith a copy of a letter, dated September 10, 1862, from Capt. J. J. Ellwell, chief quartermaster, Department of the South, in relation to the capture of the steamer *Planter*, which is the only one found on file in this office on the subject.

Very respectfully, your obedient servant,

ALEX. J. PERRY,  
Deputy Quartermaster-General, U. S. A.,  
Acting Quartermaster-General.

Hon. ROBERT SMALLS,  
Member of Congress, Washington, D. C.

OFFICE OF THE CHIEF QUARTERMASTER,  
Hilton Head, S. C., September 10, 1862.

GENERAL: I have this day taken a transfer of the small steamer *Planter*, of the Navy. This is the Confederate steamer which Robert Smalls, a contraband, brought out of Charleston on the 13th of May last. The Navy Department, through Rear-Admiral Du Pont, transfers her, and I receipt for her just as she was received from Charleston. Her machinery is not in very good order, and will require some repairs, etc., but this I can have done here. She will be of much service to us, as we have comparatively no vessels of light draft. I shall have her employed at Fort Pulaski, where I am obliged to keep a steamer.

Please find inclosed a copy of the letter of Rear-Admiral Du Pont to General Brannan in regard to the matter.

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

J. J. ELWELL,

*Captain and Assistant Quartermaster.*

J. G. CHANDLER,

*Deputy Quartermaster-General, U. S. A.*

Personally appeared before me Charles H. Campbell, of the city, county, and State of New York, who, being by me duly sworn according to law, deposes and says as follows:

That during the year 1862, and from that time up to and including the year 1866, he was doing service in the Department of the South, headquarters at Hilton Head, S. C.; that he knows Hon. Robert Smalls, of Beaufort, S. C.; that he was present when the steamer *Planter*, of the city of Charleston, came into Hilton Head on or about the 13th of May, 1862; that he went on board the *Planter* and made a personal examination of her condition, and found she was built of live oak and red cedar, and a first-class coastwise steamer, well furnished and complete in every respect; that he was, and is, well acquainted with the value of steamers, and has been engaged in the business of steamboating, both as captain and owner, for the last fifteen years; that the steamer *Planter* was fully worth, at the time she came into Hilton Head, the sum of \$60,000 in cash for the boat alone; that the United States Government was paying at that time for steamers of her class \$400 per day under a charter-party agreement with the chief quartermaster at that place, the Government finding both wood and coal; that he chartered to the United States Government at or about that time the steamer *Geo. Washington* for \$350 per day, which was only about half the size of the *Planter*, and not more than half her value; that he executed seven charters for steamers with the Government, and also had a valuation set on them in case of loss, and the above statement is made in accordance with the prices paid by the Government at Hilton Head and elsewhere during the time the *Planter* was in the service; that, at the close of the war, and while the *Planter* was laying up in Charleston and in a very bad condition from the nature of her past services, I was commissioned by her former owner, Captain Furguson, to purchase the *Planter* from the Government for the sum of \$25,000, which sum I did offer, and the same was refused on the part of the Government of the United States; that the steamer *Planter* was an extra-strong built boat, her frame was live oak and red cedar, and built as strong as possible; she was built expressly for the coastwise trade, and she is running out of the city of Charleston to-day, and is considered by steamboat men one of the strongest and best built steamboats in the South.

CHAS. H. CAMPBELL.

Subscribed and sworn to before me the 23d day of March, 1876.

[OFFICIAL SEAL.]

JAS. A. TAIT, *Notary Public.*

Personally appeared before me, a notary public, E. M. Baldwin, of the city of Washington, District of Columbia, who was by me duly sworn according to law deposes and says:

That during the year A. D. 1862 and afterwards was doing service for the Navy Department at Hilton Head, S. C., in the South Atlantic blockading squadron; that he was captain of the steam tug *Mercury*, and was one of the first persons that boarded the *Planter* at Hilton Head on the 13th day of May, A. D. 1862.

That he has been for years, and is now engaged in the steamboat business as an officer and owner, and is familiar with the prices paid for charters by the quartermaster at Hilton Head, and the value of steamboats generally at that time and since; that he examined the *Planter* when she came into said harbor at Hilton Head, and found her a first-class steamboat, built of live oak and red cedar, and her outfit and findings complete in every particular; that she could have been readily sold at the time she arrived at Hilton Head for \$75,000 in cash for the steamboat alone, or could have been chartered to the Government for \$400 per day, which at that rate would have paid the purchase money at the price aforesaid in less than one year, and would have left a large surplus to the purchaser; that she was considered by both the officers of the Army and Navy, on account of her light draft and great strength, by far the best steamer for that coast service in the Department of the South.

E. M. BALDWIN.

Sworn to before me and subscribed by him in my presence this 25th day of March, A. D. 1876.

[OFFICIAL SEAL.]

JAS. A. TAIT, *Notary Public.*

*Exhibit of the estimated values of certain ordnance and ordnance stores on board the rebel steamer Planter, which came out of Charleston, S. C., to the United States blockading fleet on the 15th day of May, 1862.*

Articles of ordnance and ordnance stores on board the Planter.	Estimated under the supposition that the guns and projectiles of value to the United States only as old material, the powder being considered as useful for saluting.	Estimated supposing that all the articles are valued at prices paid before the war, except the Brooks rifle and its projectiles, which are given at war prices.	Estimated supposing that all the articles are valued by the United States at war prices.
1 long 32-pounder of 7,200 lbs.	At $\frac{1}{2}$ ct. per lb... \$54.00	At 5 $\frac{1}{10}$ cts. per lb. \$403.20	At 10 cts. per lb. \$720.00
1 short 82-pounder of 3,300 lbs.	At $\frac{1}{2}$ ct. per lb... 24.75	At 5 $\frac{1}{10}$ cts. per lb. 222.00	At 9 cts. per lb. 297.00
1 short 24-pounder of 1,476 lbs.	At $\frac{1}{2}$ ct. per lb... 11.07	At 5 $\frac{1}{10}$ cts. per lb. 82.68	At 9 cts. per lb. 132.84
2 8-inch columbiads of 9,240 lbs.	At $\frac{1}{2}$ ct. per lb... 138.60	At 5 $\frac{1}{10}$ cts. per lb. 1,027.49	At 11 cts. per lb. 2,032.80
1 7-inch rifle of 10,500 lbs.	At $\frac{1}{2}$ ct. per lb... 78.75	At 12 cts. per lb. 1,260.00	At 12 cts. per lb. 1,260.00
200 32-pounder shot..	At $\frac{1}{2}$ cts. per lb. 113.00	At 66 cts. each.. 132.00	At \$1.00 each... 200.00
150 8-inch 32-pounder shot.	At $\frac{1}{2}$ cts. per lb. 170.62	At 83 cts. each.. 124.50	At \$1.25 each... 187.50
200 32-pounder shell, loaded and fuze.	At $\frac{1}{2}$ cts. per lb. 78.75	At \$1.80 each... 360.00	At \$2.50 each... 502.00
100 24-pounder shell, loaded and fuze.	At $\frac{1}{2}$ cts. per lb. 29.26	At \$1.40 each... 140.00	At \$2 each..... 200.00
200 7-inch rifle shell, loaded and fuze.	At $\frac{1}{2}$ cts. per lb. 315.00	At \$6 each..... 1,200.00	At \$6 each..... 1,200.00
150 8-inch rifle shell, loaded and fuze.	At $\frac{1}{2}$ cts. per lb. 131.00	At \$2.33 each... 349.50	At \$3.30 each... 508.00
400 32-p'nder charges, 8 lbs. each, 3,200 lbs.	At 22 cts. per lb. 704.00	At 18 cts. per lb. 576.00	At 30 cts. per lb. 900.00
100 24-p'nder charges, 2 lbs. each, 200 lbs.	At 22 cts. per lb. 44.00	At 18 cts. per lb. 36.00	At 30 cts. per lb. 60.00
200 7-in. rifle charges, 10 lbs. each, 2,000 lbs.	At 22 cts. per lb. 440.00	At 18 cts. per lb. 360.00	At 30 cts. per lb. 600.00
300 8-inch columbiad charges, 10 pounds each, 3,000 lbs.	At 22 cts. per lb. 660.00	At 18 cts. per lb. 540.00	At 30 cts. per lb. 900.00
1 82-p'nder carriage, Army pattern.	At 22 cts. per lb. 40.80	At 18 cts. per lb. 330.00	..... 500.00
1 24-p'nder carriage, Army pattern.	At 22 cts. per lb. 10.00	..... 20.00	..... 30.00
Total .....	..... 3,043.05	..... 7,163.35	..... 10,290.60

The committee now recommended that the bill be amended by substituting therefor the following, and that, as so amended, the bill do pass:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy be, and he is hereby, authorized to appoint a board of competent officers of the Navy, whose duty it shall be to make a reappraisal of the steam transport boat *Planter*, taken during the late rebellion by Robert Smalls from the harbor of Charleston, South Carolina, and of all the arms, ordnance, ordnance stores, munitions, tackle, and other property on board of said transport boat at the time of her delivery to the Federal authorities by the said Robert Smalls; and when the full value of said transport boat, the arms, munitions, tackle, and other property shall be ascertained, estimating said values by the worth of the property at the time of capture as aforesaid, shall cause an apportionment of such value so ascertained to be made between Robert Smalls and his associates on said transport boat at the time of her capture and delivery to the Federal authorities, in the manner hereinafter provided for by this act, deducting only the amount or amounts paid to said Smalls and his said associates under the act of Congress approved May thirtieth, eighteen hundred and sixty-two.

SEC. 2. That the apportionment referred to in the first section of this act shall be made as follows: One-third of the full amount of the value of the said transport boat *Planter*, the arms, ordnance, ordnance stores, tackle, and other property, at the time of her capture and delivery to the Federal authorities, shall be awarded to the said Robert Smalls, and the balance shall be equally divided between his said associates or their heirs at law.

SEC. 3. That the Secretary of the Treasury is hereby authorized and directed to pay to Robert Smalls and his associates, or their heirs at law as aforesaid, out of any money in the Treasury not otherwise appropriated, the sum which may be by the said board of officers hereby authorized apportioned to each of them under the provisions of this act.