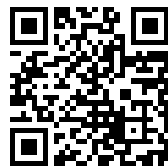

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**THE GIFT OF
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NAVAL
SCENES AND REMINISCENCES
OF THE
CIVIL WAR IN THE UNITED STATES,
ON THE
SOUTHERN AND WESTERN WATERS
DURING THE YEARS 1861, 1862 AND 1863.
WITH THE
HISTORY OF THAT PERIOD.

COMPARED AND CORRECTED FROM AUTHENTIC SOURCES.

BY
REAR-ADMIRAL H. WALKE, U. S. N.



"United we stand, divided we fall."
"Our country, right or wrong."

WITH ILLUSTRATIONS AND DIAGRAMS.

NEW-YORK :
F. R. REED & COMPANY.
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P R E F A C E .

THE main object of this work is to narrate, minutely and correctly, some of those interesting scenes of the late war, in the very valuable services rendered by the gunboats on our Western waters, and to adjust, or correct, important perversions and mistakes which occur in the official and other reports. Also to commemorate the conduct of some of those officers and men of the flotilla, who richly deserve the thanks of their country, among whom were those patriotic Western men who fought and labored with our flotilla to drive the enemy from the Mississippi.

Sailors, though reckless and improvident, are generous and uncomplaining, but they are not insensible to the neglect and wrong which they so often suffer, and they rely upon the honor of those under whom they have faithfully served, for a fair acknowledgment of their services in the annals of their country.

The official reports of the battles of BELMONT, FORT HENRY, FORT DONELSON, ISLAND No. 10, FORT PILLOW, MEMPHIS, on the YAZOO, and at GRAND GULF, are too brief or defective to give the public an adequate idea of those important naval engagements, especially as to the part taken by the various gunboats engaged, and it is, therefore, but an act of justice to the officers and men that a TRUE AND IMPARTIAL statement should be placed

before the country, that future writers and historians may not continue to give currency to the many errors and perversions of history that have already appeared.

This work will notice also, briefly but carefully, the valuable services of some of our *eminent non-combatants* who built and equipped our Mississippi flotilla.

The authority upon which this work is based, are the reports and letters of eye-witnesses, the log-books of the boats, and official statements; the most important of which are compared with each other, and with statements from trustworthy sources other than those mentioned.

We are taught by experience that truth and impartiality do not always characterize a history because it has the sanction and direct countenance of a government, and our *Naval History of the Rebellion*, issued under the auspices of the Government and Navy Department, does not seem to be free from the charge implied in the preceding lines, or those expressed by the Secretary himself in those below. That history is elegantly written and has been highly eulogized, yet, with due deference to our Navy Department, we are obliged to state that it fails to bring out "*the truth, the whole truth, and nothing but the truth,*" to the extent, at least, that was duly expected and seriously promised by its author. It is now more than fifteen years since the war commenced, and therefore it is time, we think, to commence a reformatory work in defense of the truth. We will not only correct mistakes, but also state many important facts which have been omitted, concealed or denied, in our histories relating to the affairs herein treated.

The Navy Department was, no doubt, burdened with an immense number of conflicting statements, both official and private, yet making allowance for that, it is still passing strange that official reports of our Navy should deny, omit or suppress, so many interesting and important facts in regard to the honorable services of some of our officers, while they bestowed special praise on others.

This injustice may be explained in some degree, and without imputing *unworthy* motives to anybody, by the fact that commanders-in-chief are often too hasty and

confident in accepting the brief reports of battles and movements, made by their subordinates, and in forwarding the same to the Department without proper scrutiny, if they are satisfactory to themselves. These young subordinates, therefore, can often make or mar the reputation (for a time at least) of those officers who rely on the faithful discharge of their duty for its reward, but who, unfortunately, stand in the way of their juniors.

This may seem a severe criticism upon the *moral* of our Naval aristocracy, but we most humbly submit that our Navy, like most human institutions, is full of selfishness and envy.

The *Springfield Republican*, referring to *General Sherman's Memoirs*, says: "The heroism and self sacrifice that illumine every page of the history of the war, were alloyed by jealousies, bickerings and intrigues, of which the people at home had, and have, but a very vague conception. The pure gold was there, but the dross was there also.

"Upon one point there will be a general agreement; since these controversies over the facts of the war were inevitable, it is every way better that they should come now than the next century, and that they should be conducted by the actors, rather than their great-grandsons.

"In precipitating them General Sherman has done history a service, the value of which cannot be easily exaggerated."

Professor Swinton, who was well known as one of the best correspondents during the war of a New York paper, says: "Most of the histories of that war, and the official reports written by some of its generals, were largely overdrawn, and written rather with a view to manufacture fame with some military men, who were to the history, what the hero or heroine is to the romance." He intimates that "newspaper correspondents did not view the battles and movements of the late war in precisely the same light as did their more interested actors."

The following are the sentiments of the Honorable Secretary Welles, on the merits of its history, published

in the *Army and Navy Journal*, of September 18, 1875 :

“It would be a difficult and probably an impossible task to correct the misrepresentations, errors and perversions in relation to the transactions and events of the late civil war. Many of the mistakes are doubtless inadvertent—false impressions—which may be imputed to careless or superficial examination or inquiry, but not a few were, and are, designed and deliberate misstatements. The result of these misstatements has been, as was intended, the creation of false history, particularly as regards the Navy and the Navy Department. During the Rebellion, these errors usually passed uncorrected ; but the seeds, sown by jealous rivalry and malevolent partisanship, are bearing vicious fruit. The fictions then planted and spread abroad are made the basis of history. Official documents of the highest character indorse, propagate and perpetuate them, so that twelve years after these events occurred, the highest judicial tribunal in the land declares these errors to be ‘undisputed facts.’”

While giving full credit to the higher officers, we have not failed to remember those humble actors who fought and suffered, but whose deeds are unknown to fame, and whose reward is generally in their own conscience of duty done.

The ILLUSTRATIONS and DIAGRAMS are true to nature and to fact, and will, no doubt, be found interesting, as well as instructive.

A complete INDEX OF NAMES will be found in the back of the book for easy reference, which contains the names of not only the officers but also of the *men* mentioned in this work.

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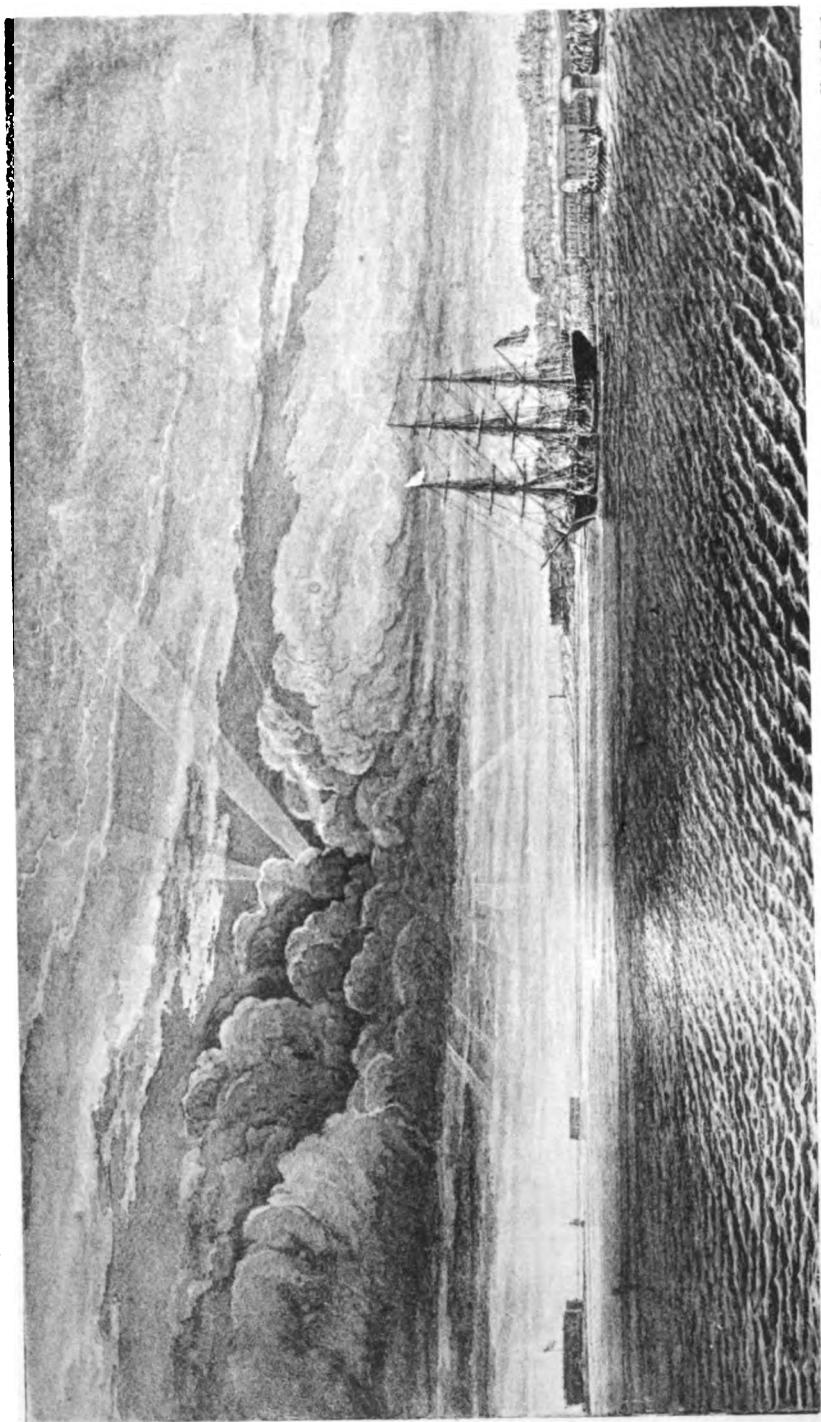
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Fort Mifflin, U S Supply, Hospital Warrington, Navy Yard

SURRENDER OF THE NAVY YARD AT PENNSYLVANIA.

SCENES AND INCIDENTS.

CHAPTER I.

PENSACOLA.

Capture of the Navy Yard at Pensacola, the Navy Hospital, Fort Barrancas and Fort McCrea by the Confederates.

THE "*History of the Navy during the Rebellion*" should commence with the above events, and the actual service then rendered by the Navy in protecting and securing Fort Pickens from falling into the hands of the enemy, as that was one of the first and most important acts of that period.

It has not been fairly stated how or by whose agency that fortress was saved, and those of the Navy who bore the burden and *responsibility* of that achievement, are denied the credit due them.

One of the most distinguished and intelligent generals of our army is mistaken when he states that the first serious step in the drama of the war was taken on February 16th, 1861, when General Twiggs surrendered his entire command.

It is again said that the protection of the St. Louis Arsenal in the winter of 1860-1, was the first event in that war.

Now we assert that the surrender of the forts and the Navy Yard, with all the government property at Pensacola, on January 12th, 1861, was one of the first serious blows of the war.

The Hon. Gideon Welles, in his excellent narratives referring to this period, and to the forts of New Orleans, &c., says: "General statements, official, semi-official, and otherwise, have been made in relation to the relief of these forts, especially in regard to Fort Pickens, in the spring of 1861. None of the published accounts,

however, present a full and correct narrative of all the facts and circumstances connected with the relief and reinforcement, on two several occasions, of that fortress. The different statements may be accounted for, in part at least, by the fact that there were several movements at different dates."

This seems to be an apology for the defects in this particular part of our naval history, but it does not fairly touch the point in question. Our "Naval History" promises *facts*, and it was well known where the facts could be found at the Navy Department.

The true story of this event was as follows :

The storeship "Supply," Commander Walke, arrived at the Pensacola Navy Yard on December 7th, 1860, for stores for the U. S. squadron at Vera Cruz.

On January 9th, 1861, thirty-three days after his arrival, Commander Walke was summoned by Commodore Armstrong (then in command of that Navy Yard), to report to him at his office; where also Lieutenant O. H. Berryman, commander of the "Wyandotte," Commander Farrand, and Lieutenant Renshaw were present. Armstrong communicated to them orders from the Navy Department, requiring the naval forces to co-operate with the Army in the pending emergencies, and Walke was ordered to proceed immediately with the "Supply," in company with the "Wyandotte," to assist Lieutenant Slemmer of the Army, in transporting his command, ammunitions, and stores from Fort Barrancas to Fort Pickens.

On the afternoon of that day, the "Supply" was towed from the yard by the "Wyandotte," to an anchorage about three-quarters of a mile distant, where, on account of a dense fog, she remained during the night.

At daylight next morning (January 10th), she proceeded to Fort Pickens, where the officers and crew of both vessels were assiduously engaged, during that and the next day and intervening night, in performing the duties which had been assigned to them.

While at Fort Pickens, on January 10th, Commander Walke received written orders from Commodore Armstrong, of which the following is a copy :

"COMMANDANT'S OFFICE,
U. S. NAVY YARD, PENSACOLA,
WARRINGTON, Jan'y 10th, 1861.

"SIR :

"You will be pleased to proceed with the U. S. Storeship 'Supply' to Fort Pickens, and to furnish to the Commanding Officer of that Fort, such quantities of the provisions on board the ship as he may require for the sub-

sistence of the men in the Fort, taking his receipt *in duplicate* for the articles so furnished. After having performed this duty, you will return with the ship to the anchorage off this Navy Yard, and complete the loading of her cargo with all possible dispatch.

"I am very respectfully,
Your ob't Servant,

JAMES ARMSTRONG,
Commandant.

"Commander
HENRY WALKE,
Commanding U. S. Storeship 'Supply'
Bay of Pensacola."

Strict obedience to the latter part of this order would have involved the surrender of Fort Pickens, and the capture of the "Supply" at the surrender of the Navy Yard on the 12th.

REPLY.

"U. S. STORESHIP 'SUPPLY,'
OFF FORT PICKENS,
PENSACOLA BAY, Jan'y 10th, 1861.

"SIR :

"In acknowledging the receipt of your instructions of this date, I would respectfully inform you that the Commanding Officer at Fort Pickens is not ready to take the provisions referred to at present, and requests all the assistance I can give him at my command.

"I am, very respectfully, Sir,
Your ob't Servant,

HENRY WALKE,
Commander U. S. N.

"Flag-Officer
JAMES ARMSTRONG,
Commanding Navy Yard,
Pensacola."

Reports were constantly apprising the people of the enemy's approach to Pensacola; and it is evident now that the commodore was not informed of all the facts by the commander of the yard, who was a secret friend of secession. As soon as Commander Walke received the above order (which he believed was instigated by Farrand), he called on Lieutenant Slemmer at Fort Pickens, and showed him the order from the commodore, and when it was read, he threw down the gun-sights (which he had in his hand, to fix upon his guns) in despair, and declared that if he (Commander Walke) deserted him in obedience to that order, he would not attempt to hold the fort any longer. But Walke promptly promised to support him with all his command. The next day, a short time before the Navy Yard surrendered, a similar order was re-

ceived by Commander Walke, the delay of which saved both his ship and Fort Pickens. Commander Walke had thus become the senior and commanding officer present, and by his advice, consultation, and aid, he encouraged Slemmer to hold Fort Pickens.

On January 12th, the Navy Yard was surrendered by Commodore Armstrong, without defense.

A great number of our people, who were prisoners on parole, were at the Navy Yard, utterly destitute, and without means of going North, and Walke resolved to carry them with him to New York.

While taking them aboard, a conference was held at the suggestion of the Confederate officers, Colonel Wm. H. Chase and Commodore Eb'er Farrand, upon the subject of holding Fort Pickens, resulting in the following letter :

“FORT PICKENS, PENSACOLA HARBOR,

Jan'y 16th, 1861.

“Col. WM. H. CHASE,

Commissioner for the State of Florida.

“SIR :

“Under the orders we have received from the War Department, we have decided, after consultation with the government officers in the harbor, that it is our duty to hold our position until such force is brought against us, as to render it impossible to defend it ; or until the political condition of the country is such as to induce us to surrender the public property in our keeping, to such authorities as may be delegated legally to receive it. We deprecate as much as you, or any individual can, the present condition of affairs, or the shedding of the blood of our brethren. In regard to this matter, however, we must consider you the aggressors, and if blood should be shed, that you are responsible therefor.

“Signed by order,

“A. J. SLEMMER,

First Lieutenant, First Artillery, Commanding.

“J. H. GILMAN,

Second Lieutenant Artillery, Acting Adjutant of Post.”

In addition to the embarrassing circumstances which then beset Captain Walke, while doing his utmost to encourage and aid Slemmer personally and with all the power at his command, Slemmer urgently requested Walke to send him some of his officers to relieve himself and Lieutenant Gilman from the constant and exhausting watch and guard duty which they were compelled to keep. But when that request was made known to the officers of the “Supply,” they objected so strenuously against serving under junior army officers, that Captain Walke gave it up in despair.

COMMANDER FARRAND HOODWINKING THE COMMODORE.

The first evidence of treachery on the part of our navy officers appeared in the Pensacola newspapers, claiming Commander Farrand as the friend of secession, a few days before the surrender.

When Commander Walke was met by Commander Farrand and Lieutenant Renshaw in the Navy Yard, while on his way to or from the Commandant's office to receive the last orders from him in person, Farrand asked Walke in a defiant manner, "What could *he* do?" and was answered that "We would see;" and he might have added, "when thou shalt go into an inner chamber to hide thyself." And on the night before the surrender, Commander Walke sent Lieutenant Erben (who volunteered to go) to Commodore Armstrong for permission, with a boat's crew, to destroy or remove the powder which was then in the magazine outside of the Navy Yard, to prevent it from falling into the hands of the Confederates, if he considered it in danger: when Farrand (on the *qui-vive*) interfered in the most insolent manner; threatened and endeavored to persuade our excellent though debilitated commodore to arrest Lieutenant Erben for presuming to offer this important service to his country, and he was finally ordered to return to the "Supply" immediately, with a very menacing and unjust censure from Farrand.

The details of this affair were made public only in the proceedings of the Naval Court-Martial for the trial of Commander Walke, at Brooklyn, New York, in which trial the commander showed, through his counsel, Mr. P. Hamilton, that his course was a vindication of common sense and humanity, and in harmony with strict discipline.

As his address to the court embodies details of considerable interest, we insert a portion of it here.

"It is here proper that I should record my unqualified approbation of the zealous, energetic, and valuable services of the officers and crews of both vessels, in transporting soldiers, ammunition, provisions, and other articles from Fort Barrancas to Fort Pickens, and in destroying large quantities of powder and other munitions of war, lest they should fall into the hands of the enemy.

"Of my own services in the execution of those duties I will not speak, as they are fully presented in the records of your proceedings.

"On January 12th, 1861, the Navy Yard at Warrington, in the

State of Florida, capitulated to rebels, without a blow struck in its defense, and the American flag was hauled down by William Conway, a seaman, and acting quartermaster, *in obedience to the order of Lieutenant Francis B. Renshaw, of the U. S. Navy.**

“The events of that memorable day will be written with the indelible pen of history, recording the capitulation in letters of brass, as one of a concerted series of measures, to overthrow the Government of the United States, established by Washington, whose attachment to the Union was neither measured by geographical limits, nor influenced by points of the compass. It is proper simply to add, that Conway, the seaman, has remained loyal to his country, whilst Renshaw and Farrand have enrolled themselves with the Confederates.

“After the surrender of the Navy Yard, and consequent arrest of Commodore Armstrong, who has told you he was a prisoner of war, shorn of all authority, the command of the naval forces at Pensacola devolved on me, and it became necessary that I should pursue such steps as in my judgment were appropriate to the occasion. Fort Pickens had been supplied with provisions and other necessaries, brought in the vessel that entered the Bay of Pensacola, on the day previous to the capitulation, and I could render no further service to the gallant Slemmer. It then but remained that I should succor the wives and children of the officers both of the army and navy, as well as the mechanics, seamen, and marines captured at the yard, who had been discharged on parole. The latter were without money, and in all probability without much credit; hence it is not difficult to anticipate what would have been their lot, had they remained at the mercy of their conquerors. Doubtless *all*, with but few exceptions, would from actual necessity have been compelled to join the rebel troops, as several did who remained there.

“The proposition distinctly presented for solution is, whether I should have pursued the course I did, or have left them all to their fate. It cannot for a moment be denied that the people I took on board the ‘Supply’ had *paramount* claims to the protection of the country. Could I have abandoned those one hundred and six persons, people of all ages, sexes, and conditions in life, without entailing on myself severe and merited reprobation? Would not the nation have held me in ineffable contempt had I left the wives and families of Lieutenants Slemmer and Gilman,

* Here our history is defective.

exposed to whatever difficulties, embarrassments, and trials might have awaited them in their desertion, when at the same moment their husbands were devoting their lives in maintaining the glory and honor of their country ! I will not say I deserve approbation, but I ask *you* and *each of you*, officers of the American Navy now sitting as my judges, whether you would have acted differently ?

“I do not mean to indulge in any sentimentality about this matter, but to deal with it practically.

“Whatever shelter the order of Commodore Pendergrast might have afforded me from the complaint of those officers ; however I might, by appealing to military discipline, have appeased their indignation for *private* wrongs, what atonement could I have offered the country for the *public* offense of exposing those seamen and marines to be tampered with, and at length seduced from their allegiance, when it was in my power thus readily to place them beyond the influence of temptation ? I had no misgivings, nor I have I now, of the wisdom of my conduct, and would this day, under like circumstances, pursue the same course.

“I will venture to assert that no member of this court will condemn the act of *taking* those persons on board the ship, however widely they may differ with me (and I think they will not), as to the disposition I ultimately made of them.

“I have no embarrassment on that head ; prudence, aside from the dictates of humanity, prompted, nay, imperatively demanded, that I should take them directly to a northern port. Let us for a moment consider the *pecuniary* loss which would have attended my taking those one hundred and six persons to Vera Cruz, and then endeavor to find any advantage to result from going there, which would compensate for that loss. The voyage from Vera Cruz to Pensacola occupied eleven days ; as it cannot be for a moment supposed the passengers were to be left there, I may say it would have occupied about the same time to return with them, as far as Pensacola on the way to the North, during the whole of which twenty-two days, one hundred and fifty-one persons, of whom forty-five were the officers and crew of the ship, and the remaining one hundred and six were passengers, would of necessity be required to be supported at the expense of the Government.

“I venture to declare, that there is no man whose opinion is entitled to respect, who will say, that for the sake of delivering the two hundred and sixty tons of coal at Vera Cruz (*were it even unattended with any expense*), I should have carried these passen-

gers, including women and children, eight hundred miles in the tropics and back, in a vessel of five hundred and forty-seven tons. I could not have left any of them at Fort Pickens—that was not a place for women and children.

“The seamen and marines had been released on parole, and had no right to go there. Where else could I have left them, if I had taken the ship to Vera Cruz with the coals?”

“There was no proper place south of Norfolk. It would have been an act of barbarity to have taken them to Vera Cruz, crowded as the ‘Supply’ was, like an emigrant ship. That was not to be thought of by any man who had a decent respect for his character.

“I now confidently maintain that I have made it conclusively appear, as I stated in the onset, ‘that unforeseen events occurred which rendered it *wholly* inexpedient that I should have obeyed the order of Commodore Pendergrast to return to Vera Cruz, in view of the great public considerations springing out of such events.’

“After what has been said, it can scarcely be necessary to labor this proposition of my defense. The whole transaction conclusively proves the *absence* of any intention, obstinately, stubbornly, perversely, or negligently, to fly in the face of my orders.

“On the day following that catastrophe, the ‘Supply’ anchored off the Yard, under the *protection* of a flag of truce, to succor those who had claims on the Government, and needed relief.

“In this condition of affairs, I sailed for New York with one hundred and six men, women and children on board, comprehending the wife and child of Lieutenant Slemmer and the wife of Lieutenant Gilman of the Army; also Lieutenant Irwin of the Navy, wife and two children; Boatswain Dixon, wife and two children; Gunner Cooper, wife and four children; the wife and child of John Milmon, who had been employed as a carpenter in the Navy Yard; two non-commissioned officers of the Navy; ten mechanics who had been at work in the Yard; nine invalids; twenty-seven men in ordinary, and thirty-four marines; most of whom were out of money, destitute of provisions, and without shelter: the hospital, marine barracks, and provisions of the United States having been appropriated to the protection and use of the Florida troops.”

“On the day the ‘Supply’ sailed from Pensacola, bound to New York, Commander Walke reported all the particulars of this event to the Navy Department: and on his arrival at New York he made the following report:”—

"U. S. STORESHIP 'SUPPLY,'
NAVY YARD, NEW YORK,
February 4th, 1861.

"SIR :

"I have the honor to report the arrival of this ship, 19 days from Warrington Navy Yard, and I beg leave most respectfully to explain the circumstances of my return to this port.

"Two or three days previous to the surrender of the *Warrington Navy Yard, the officers and crew of this ship were zealously engaged day and night in transporting military stores, provisions, and otherwise assisting in the defenses at Fort Pickens. About two o'clock on the 12th of January, the Navy Yard was taken possession of by the troops of Florida. As soon as the flags were struck, I signalized to the 'Wyandotte' (then under way) to bring off the marines to strengthen Fort Pickens, but being informed that they had laid down their arms, and that the Navy Yard, and all the public property, with the Hospital and Forts (except Pickens) were captured by the militia of Florida, I put to sea, in tow of the 'Wyandotte,' and anchored beyond the range of cannon shot. But I could not desert our officers and people, who were so suddenly deprived of their homes, without pay or credit, short of provisions, under such painful humiliation, without an effort on my part to relieve them. As this ship had none of her cargo, and but two hundred and sixty tons of coal on board, barely sufficient for ballast, and being prevented from carrying out my orders at Warrington, I resolved to return to New York, for the double purpose of obtaining the stores, coal, &c., required for the Gulf Squadron, and of offering a passage to the officers, employees, seamen, and marines of the Navy Yard, who, being faithful to their allegiance, were considered prisoners of war on parole, and also to communicate the condition of affairs at Warrington to the Navy Department with all dispatch, as the U. S. Mails to that place had for some time past been interrupted.

"Fort Pickens is defended with about 100 men, who are provisioned for six months, and will resist any attack on the Fort, by a force of less than four thousand men.

"Troops were daily arriving by steamer from Mobile.

"We transported all the powder from Fort Barrancas to Fort Pickens, and destroyed all that was in the magazine at Fort McCrea.

"With the inclosed list of officers and crew of this ship, I also send a list of her passengers, and of the officers and seamen of our Navy who are reported to have joined the Florida Navy, who continue to occupy their quarters with the same rank they held in the U. S. Navy.

"I reported the sailing of this vessel, and the circumstances, by letter to you from Warrington, but the mails not being reliable, I respectfully repeat the same in this report.

"I have the honor to be, Sir, "Most respectfully,
Your ob't Servant,

"HON. ISAAC TOUCEY,
Secretary of the Navy,
Washington, D. C."

HENRY WALKER,
Commander, U. S. N.

* Officially, this Navy Yard is called the "Pensacola Navy Yard."

With these facts before us, our attention is next called to the charges on which the commander was tried.

They are, *first*: "That he left his station before being regularly relieved."

And, *second*: "That he disobeyed the orders of Flag-Officers Armstrong and Pendergrast."

"It has been said that I left the squadron at Vera Cruz so entirely destitute of provisions as to destroy its efficiency. On the contrary of that, the record of this court is charged with testimony, refuting that injurious imputation. Instead of being without provisions, the vessels of the squadron had a greater supply than they required; indeed, the embarrassment was to find room to stow all they had; hence there was no emergency that required my return to the squadron, whilst, on the other hand, most urgent and irresistible obligations impelled me to go elsewhere.

"If my judgment betrayed me in error, surely the impending circumstances excused that error, and should now relieve me of the consequences of it. The testimony is, that at my interview with Captain Armstrong, on the day following the surrender, he stated that it was his opinion that the Navy Department 'would compliment,' rather condemn my contemplated course; adding, however, that as a prisoner of war, he had no power to direct the further movements of the ship.

"The preceding candid review of my whole case, addressed to honorable and high-minded officers, assures me that I have the right confidently to claim such an honorable acquittal at the hands of this court, as will restore me to all the honors to which my commission in the service of the United States entitles me.

"All of which is most respectfully submitted.

"HENRY WALKE,
" *Commander U. S. Navy.*"

(COPY.)

"NAVY DEPARTMENT, *March 22d, 1861.*

"Sir :

"The finding and sentence of the Naval Court-Martial by which you were recently tried, are in these terms :

" 'The specification of the first charge, proven.

" 'Of the first charge, not guilty.

" 'Of the first specification of the second charge, proven.

" 'Of the second specification of the second charge, not proven.

" 'Of the second charge, guilty.

“ ‘ The court do therefore sentence the said Henry Walke, Commander U. S. Navy, as follows :

“ ‘ To be admonished by the Secretary of the Navy.’

“ The mild sentence which the court has passed is occasioned by the peculiar and extraordinary circumstances in which Commander Walke was placed.

“ I have confirmed the sentence. In carrying it into execution it is my duty, lest you should misconstrue the lenity exhibited by the court in your case, to remind you that the disobedience, by an officer, of a positive and lawful order of his superior, is one of the gravest of military offenses. It strikes at the very foundation of discipline; and therefore in all cases, when willful and deliberate, should be met with effectual rebuke. I am willing to trust to the judgment of the court that the circumstances in your case are sufficiently palliating to exempt you from the proper punishment for such an offense ; but I would admonish you not to be misled as to the character of the offense.

“ I am, respectfully, your obedient servant,

(Signed)

“ GIDEON WELLES.

“ Commander HENRY WALKE, *U. S. Navy, N. Y.*”

A SYNOPSIS OF THE STATEMENTS OF COMMODORE ARMSTRONG, AND THE OFFICERS OF THE “SUPPLY,” AND ALSO OF LIEUTENANT IRWIN AND MEN OF THE PENSACOLA NAVY YARD.

The Commodore of the Pensacola Navy Yard was one of the noblest veterans of the old-school Navy officers, and in early life he was in all respects considered one of the best officers in our Navy. He gave his statement in this case, when called upon as a witness for the Government, freely and frankly ; scorning any idea of evading the truth, which could at all implicate himself, but he gave his testimony with that manly frankness which has always been so much admired in our old Navy officers. He said the “Supply” was detained some time, because the negro labor was withdrawn from the Yard by their owners, who had not been paid for previous services by the Government. He did not apprehend an attack until it was made ; the reports were various in relation to troops advancing from different quarters on Pensacola, and he had no notice of an immediate attack on it. A letter from the Navy Department of January 3rd, received on the 9th, was the only warning he had from the Government to be on the alert. All except that was rumor ; so perfectly had such information been debarred from the commodore. He said, also, that he did not consider that there was any disobedience on the part of Commander Walke, in not returning to the Yard, *for he could not discharge the duties on which he had been dispatched.*

Paymaster R. W. Dunn stated, that the stores left on board the "Supply" were damaged, and most of what she had was left at Fort Pickens; that it was essentially an economical measure on the part of Commander Walke to go directly to New York, for what the "Supply" was required to obtain, and to relieve our captured people from their miserable condition, by taking them to their homes; and to have gone at that time to Vera Cruz, would have been both dangerous and absurd.

Commodore Armstrong, on being called a second time for further evidence on several points, testified that his last order to Commander Walke was to the effect that the Navy Yard was surrendered to armed men, and ordered him to proceed at once to Vera Cruz. In the afternoon of the 12th of January, the commodore then stated that he saw the "Supply" in tow of the "Wyandotte," and thought she had gone out to sea. But on the following day Commander Walke returned, and called on him. After having determined that it was his imperative duty to take the people home, who were then prisoners of war, and left destitute by the negligence of our Government, and when (with all due regard and regret) Walke respectfully solicited the commodore for any directions or counsel upon the subject, which he thought proper to give, he said, "I told Commander Walke that he was acting on his own responsibility; that I had no command or jurisdiction over anybody. I think I remarked that probably the Department might compliment him on the course he was about to take. He never charged Commander Walke with disobedience of orders. It was the force of circumstances that the 'Supply' was not ready. He did not give any order to Commander Walke after the surrender. He had to send to New Orleans for stores. Did not impute any fault or neglect of duty to Commander Walke; he was always about his ship superintending her when he went down there. I certainly did regard Commander Walke as an efficient and subordinate officer."

James N. Cooper, carpenter, at Pensacola, being sworn, said there were some seventy men in ordinary at the Yard prior to the surrender; did not know how many joined the Florida forces; saw a number take their things outside the yard who were not discharged. Captain Randolph, U. S. Navy, was then in command as a Florida officer, having left our Navy; the men were not paid for two months and a half; if the men and families left had not gone home in the "Supply," there was no other way. Wm. Conway, quartermaster, swore he did not know of any marines who joined

the Florida forces. After the 12th of January, when the "Supply" sailed, there were ten or eleven men left behind. John Edwards, seaman, testified to the same, and that he was present when our flag was hauled down, which was done by Wm. Conway, by an order of Lieutenant Renshaw, U. S. Navy. Captain Morris and Paymaster Cahoon, U. S. Navy, members of the court, were sworn, who testified that they had known Commander Walke upwards of twenty years; they believed his character in the Navy was that of a most excellent, gentlemanly, and honorable officer; and believed him to be a subordinate officer; never heard him charged with insubordination before.

The sequel proved that the stores could not have been obtained at Pensacola. New Orleans was the nearest, but as events have proved, it was far from being the best place. Had Captain Walke gone there, the "Supply" might, and probably would have shared the fortunes of the "McClelland." When he sailed from Pensacola, it was a matter of public notoriety, that the State of Louisiana was verging on rebellion. What would have been his position, being an officer born in Virginia, had any such misadventure befallen his ship? Most certainly he could not have escaped the imputation of having acted in complicity with the enemy. It was quite clear that the nearest was not the best place to go to for supplies. There was (when the "Supply" sailed from Pensacola) no emergency in regard to her movements, and no reason for her detention on that part of the home station without the stores, after the surrender, nor anywhere so much as at New York, where it was well known the required stores were deposited ready for shipment, and where she generally received them.

The facts in the evidence before the Court-Martial, referred to and sworn to by an officer of the Navy of twenty years' experience, show that Captain Walke had not left his station by coming to New York, as alleged, for that port was included in the home station for the Home Squadron, and was necessarily the most frequented port for our empty store-ships.

VOICE OF THE PRESS IN THIS CASE IS VERY TRUE.

The *New York Evening Post* of February 15th, 1861, says: "Commander Walke deemed it his duty to take on board the parties left in distress, and bring them to New York, at which place the ship could receive the stores and return with little detention. The parties relieved consisted of:

| | |
|----------------------------------|-------|
| “ Marine Guard, | 34 |
| Ordinary men, | 27 |
| Invalids, | 7 |
| Employed in Yard, | 11 |
| Officers and families, | 27 |
| | <hr/> |
| | 106 |
| | <hr/> |

“These parties *at least* certify to the humanity of the act for which their rescuer is now to be tried. One of the officers, who with his wife and children was turned out from the Government houses, states that the rebels gave them but three hours to leave the premises and place; and he had no other means of getting away; and that the persons who were brought here by the ‘Supply,’ would have been compelled to enlist under the secession flag or starve, if that vessel had not been placed at their service. The Government was two months in arrears to all these parties, and they were entirely destitute.”

The *New York World* did not consider that the order of Commodore Armstrong, under the circumstances, was disobeyed, and as the evidence before the court proves, “the squadron at Vera Cruz stood in no need of provisions whatever; that matters at Pensacola were not so arranged as to enable the “Supply” to receive her stores and again join the squadron with any advantage to herself or the other ships; and that, from a business point of view, Commander Walke, in technically disobeying orders, acted with a great deal of common sense. Under the circumstances the public will think the succor given by Commander Walke to the exiled sailors and marines at Pensacola wise, well timed and humane.”

From the *Brooklyn Times*:—“The *Jersey City Standard*, with other newspapers of that State, remarks: ‘As this gentleman has many friends in New Jersey, of which he was for many years a resident, they will be pleased to learn that the result of his Court-Martial is to all intents and purposes in his favor. We congratulate the gallant commander on the issue.’”

The *New York Herald* remarks on this case (after publishing the finding and sentence of the Court-Martial): ‘How the accused could have acted otherwise than he did, it is impossible to suggest. A strict obedience of orders would have called forth general execration, and have marked him (Walke) as guilty of barbarous cruelty. His action under the circumstances is entirely approved by the community, and shows conclusively that he deserves the repu-

tation he enjoys, of possessing in an eminent degree, those traits of character which adorn the Christian gentleman. His fellow citizens of Williamsburgh will be glad to hear that no penalty was laid upon him."

The *New York Express* repeats the above, and remarks on this case: "How the accused could have acted otherwise than he did, it is impossible to suggest," &c.

The Century, which devoted a large space to army and navy matters, rather compliments Commander Walke by its decision. It says, "But inasmuch as all he did commends itself to the public heart for its humanity, and as his duty, had he not had such order to first disobey—he stands practically acquitted—and the admonition of the Honorable Secretary is rather a compliment than otherwise. It is always pleasant to see an officer taking a decided stand and responsibility, where it is done in the interest of the people; since the best officer can never exhibit a higher devotion to his duty and country, than when he takes the risk of adverse personal sacrifices." Now this article was evidently intended to appear as a generous, instead of an ostentatious display of naval clemency; and by it we must imagine that the administrators of the laws of our navy were legally deaf to the appeals of equity or discretion.

Instead of that gracious admonition, an honorable acquittal was due Walke, in accordance with the spirit of our laws for the government of our navy. On this point, De Hart's Military Law, one of the best standard works on courts-martial, contains the following rule at page 180: "Trials before courts-martial must often involve the investigation of divers particulars under various distinct charges. Circumstances which are embodied in the charges, and upon which the constructive guilt is charged, are necessarily dependent on motive, by which the degree of criminality is determined. A portion of the specification may be found, and other points declared void of criminality, or the entire circumstances set forth, be proved, and yet the prisoner be declared without guilt. So it may happen that the entire facts set forth in the specifications may be found, and yet the charge itself may not be sustained by the court, and the prisoner acquitted. In such a case, the guilt of the prisoner has been predicated upon the supposition that there was a criminal knowledge or intent in the commission of the acts alleged, but of which the evidence has cleared him."

The relief of Fort Pickens was comparatively a pleasure trip, glowingly described and magnificently depicted by the periodicals of that day and the history of the present; but we will leave that

part of this affair to its participants, with one or two comparisons.

On the 6th of April, or about fifteen days after the Honorable Secretary of the Navy admonished Commander Walke for *not obeying* a ruinous and impracticable order, he, with all the Navy Department, regretted exceedingly that Captain Adams obeyed Secretary Toucey's orders, and did not take upon himself that "fearful responsibility" of acting upon the best evidence, and judging as to the wisest course he could pursue in the emergency of relieving Fort Pickens. And the Honorable Secretary Welles, himself, and his friends, have also boasted publicly (some years since) of acting on his own responsibility and judgment, even to building a navy on his own authority, or without the authority of Congress.

The difficulties which beset the Navy Department at this period of the rebellion, disturbed its equanimity to such a degree, that its decisions varied in similar cases to opposite extremes. By fears or favors the most severe or lenient judgments were inflicted. For example, we may refer our readers to a fine frigate on a fancy cruise in the West Indies, which was so very active in her movements, that she dodged the orders of the Department for several months, when she was greatly needed at home. But having some unknown or pretended mission in the Caribbean sea, she cruised as long as she could to avoid the mails and the vigilance of our cruisers, and then sailed to Vera Cruz, and left that port for some out-of-the-way port in the Windward Isles, again in time to escape orders. Thus, though in a very slow sailing ship, her captain eluded the written or published orders which were pursuing him from port to port. Finally, the truant's mysterious movements were made known to the Assistant Secretary, in advance, by a private note from Colonel Charles G. McCawley, her commander of marines, which enabled the Department to intercept the renegade frigate with positive orders.

In this case the captain had no idea of "leaving his station without being relieved," or ordered to do so, both of which he purposely avoided. As the Secretary of the Navy had just "admonished" an officer for not keeping to the strict letter of his orders, he could not consistently reverse that judgment in this case, where an officer had managed to escape the technicality of "insubordination," but where "discretion" had been used to a very different effect than in the case of Commander Walke.



BATTLE OF BELMONT.

First attack of gunboats Taylor and Lexington.

CHAPTER II

ORGANIZATION OF THE WESTERN FLOTILLA.

Building the first Gunboats.—Difficulties to be overcome.—Acknowledgments of special service.—Admiral Foote at St. Louis.—The Mississippi Pilots.—Statement of Mr. Hines.—The Loyalty of the Western Pilots.—The Slaughter Pen.—Pilots not recognized as Officers.—Mr. Tennyson's Statement.—A Flood at Cairo.—The Cairo Naval Depot commanded by A. M. Pennock.—Early History of the Mississippi Flotilla.—Letter from Commander Rodgers.—Gunboats Taylor, Lexington and Conestoga.—Searching for Confederate Batteries.—Reconnoissances at Columbus.—The Gunboat Taylor.—Historians reticent.

AMONG the successful operations of the late war, none were more gallant, none resulted in greater public benefit, than those executed by the gunboats of the Mississippi squadron.

To the events which, in the unsettled state of our nation, then on the verge of rebellion, were deemed of the greatest importance, and to those who, in that hour of the nation's emergency, were most energetic and zealous in supporting and defending the Union, we first direct attention. And although this work is mainly devoted to the relation of important naval achievements on the Western waters, we do not fail to recognize the valuable service rendered by the men most active on shore in building and equipping vessels, and supplying all the means necessary to the carrying out of successful naval operations.

BUILDING THE FIRST GUNBOATS.

In the month of April, 1862, the Navy Department ordered Commander John Rodgers to St. Louis, to superintend the construction and building of a flotilla intended to co-operate with the Army on the Western waters. Mr. James B. Eads, of St. Louis, was selected to build seven gunboats, to be partially plated (on the bow and a section over the side of the vessels) with two-and-a-half-inch iron. Plans were received, and within three months the

vessels were built, launched, and ready for their armament at Carondelet, Missouri, and Mound City, Illinois.

As, however, the utmost dispatch was needed to ensure success, Commander John Rodgers, before the commencement of this flotilla, had purchased three Ohio steamers at Cincinnati, and these, after being converted into gunboats (without plating), were brought to Cairo, on the 12th August, 1861. They rendered such good service as to merit the following testimonial from an eminent army officer in a letter which was published extensively :

“ Military men high in capacity and reputation have stated that these boats were each worth as much as a whole brigade of infantry. They kept the Mississippi clear between St. Louis and Cairo, and at a critical time gave us command of the lower Ohio, which otherwise would have been blockaded by the rebels. They were far more efficient than forts or regiments could have been in annihilating the contraband trade on the rivers, and making the blockade of Cairo effective.”

DIFFICULTIES TO BE OVERCOME.

The energy and perseverance of Rodgers, Foote, Eads and others, at this trying period (like that of Chauncy, Perry and Eckford on the lakes in the war of 1812), could only be estimated by those whose experience enabled them to form some idea of the magnitude of the work which these men had to execute. They were, however, well supported by men of the same patriotic spirit.

With the exception of Lieutenants Stembel and Phelps, and a few junior officers of our Navy, all those to whom were entrusted important duties were ignorant of naval affairs ; and they encountered, also, the additional disadvantage of having to contend against sectional disaffection on the one hand, and vacillation on the part of the Army and Navy authorities on the other. Thus the difficulty of procuring outfits, armaments, and ammunition at a point so remote from the navy yards and arsenals, was very greatly increased. Notwithstanding all this, however, these gentlemen, at the beginning of the nation's troubles, succeeded in establishing an efficient naval flotilla on our Western waters, which was first commanded by Commander John Rodgers, who, upon the arrival of Captain Foote, was transferred from the command at Cairo to special service at St. Louis, under the instructions of General Fremont.*

* In this connection it is also proper to insert the high estimation of the subsequent services of Captain John Rodgers, as they were expressed in a

Acknowledgments of special or general services of those distinguished in the early period of our national agony, though fully made in our public press, were often neglected in the details of our official reports. Patriotic gentlemen of the Illinois Central Railroad Company transported our men and material, without charge, to Cairo, and elsewhere, for the naval service, frequently, and furnished both the use of men and machinery at first cost. And Messrs. Hamilton & Collier, at Mound City, Illinois, who were the main reliance from first to last in building and repairing our iron-clad gunboats at Mound City, had under their control extensive ways and saw-mills, which were indispensable for building and repair of the river navy. These were utilized, and Mr. Hamilton exhausted his personal credit in providing funds for continuing work on the gunboats, at a time when there was delay on the part of the Government in meeting its financial engagements.

ADMIRAL FOOTE AT ST. LOUIS.

On the 6th of September, Admiral Foote assumed the command of naval affairs, at St. Louis, and he was accompanied by a number of officers of the Navy, whose names appear throughout this work in connection with the services in which they were subse-

letter to him by the Honorable Secretary of the Navy in the following paragraph:

"Your connection with the Mississippi Flotilla, and your participation in the projection and construction of the first iron-clads on the Western waters—your heroic conduct in the attack on Drury's Bluff,—the high moral courage that led you to put to sea in the Weehawken upon the approach of a violent storm, in order to test the seagoing qualities of these new crafts, at the time when a safe anchorage was close under your lee,—the brave and daring manner in which you, with your associates, pressed the iron-clads, under the concentrated fire of the batteries in Charleston harbor, and there tested and proved the endurance and resisting power of these vessels, and your crowning successful achievement in the capture of the Fingal, alias Atlanta, are all proofs of a skill, and courage, and devotion to the country and the cause of the Union, regardless of self, that cannot be permitted to pass unrewarded. To your heroic daring and persistent moral courage, beyond that of any other individual, is the country indebted for the development, under varied circumstances on the ocean, under enormous batteries on land, and in successful rencontre with a formidable floating antagonist, of the capabilities and qualities of attack and resistance of the Monitor class of vessels and their heavy armament. For these heroic and serviceable acts I have presented your name to the President, requesting him to recommend that Congress give you a vote of thanks, in order that you may be advanced to the grade of commodore in the American Navy."

This was one of those acts of justice which was not so remarkable, as the omission of the same to others under similar circumstances.

quently engaged. He then commenced the establishment of a naval depôt at Cairo.

Under the special command of Captain Alex. M. Pennock (one of the best executive officers of our navy), all of our naval operations were most faithfully, skillfully and successfully conducted at Cairo during the rebellion. This officer deserves a more worthy acknowledgment than this humble narrative could properly contain, as the long continuance of his most important and arduous services to the naval flotilla on our Western waters are too numerous to be enumerated, and we regret this circumstance the more as our naval history does not recognize these important and meritorious services, as fully as it should have done.

In consequence of the overflow of the Mississippi and Ohio rivers, Captain Pennock's command was at first almost entirely and necessarily afloat. It was built upon large wharf boats, steamboats, barges and lighters—everything available being pressed into the service, the whole presenting a somewhat novel appearance, not unlike to a floating village. It was at this time that the services of

THE MISSISSIPPI PILOTS

were brought into requisition; and the very efficient aid rendered by these men—often under circumstances of the greatest difficulty and hardship, and always with a high degree of patriotic disinterestedness—entitle the pilots of the Western flotilla to honorable mention in every work professing to relate the gallant deeds and self-denying bravery of that eventful era in the war of the rebellion.

The subjoined brief schedules, contributed by Messrs. Hines and Tennyson, convey some idea of the valuable aid rendered by that class of officers. Mr. Hines was originally appointed by Barton Able, who in the capacity of master of transportation under General John C. Fremont, was engaged in the preparatory organization of an auxiliary force of armed steamers designed for the river work of keeping open the navigation of our Western waters.

STATEMENT OF MR. HINES.

“It soon became apparent that the proportions this work (the manning of the gunboats) would assume, rendered it necessary for naval men to take the entire charge of the flotilla, as a distinct yet co-operating branch of the military arm. Accordingly, under Commodore John Rodgers, the first event testing the loyalty to the flag of the river-pilots belonging to the Cincinnati Association arose in consequence of the commodore deeming the es-

established rates of compensation excessive. This gave rise to a protracted discussion in the association, resulting in the adoption of a rule allowing their pilots to accept such rate of pay as might be offered.

"This measure or decision caused some to secede from the association and to cast their lot with the rebel States (the majority, however, remaining loyal); and this probably gave rise to the rumored disloyalty of that body, which assertion was proved slanderous by their conduct throughout the war, faithfully shown in the authentic narrative following.

"The fact should be remembered that this class of men, having established friendly relations throughout the length of the Mississippi, were compelled to overcome a natural repugnance to attack personal friends at the call of their country, or what was at first deemed a squabble of politicians. That they rose superior to local prejudice is proved, and should be recorded to their credit. Having been on the field of operations in daily, and possibly hourly intercourse with the active minds of the South, they knew full well where the brunt would fall. It would not have excited surprise if less enthusiasm had been manifested by the dwellers on the banks of these rivers, than by the dense populations of the east or of the north-west, who were far removed from where the dance of death would open. True, heedless enthusiasm was not the rule with these river-men. They weighed probable consequences, however, and stood by the Union to the last extremity.

"Their duties were doubly arduous, and hazardous. Their pay was reduced to about one-third of their former rates, and about one-half of that which was received by pilots in the transport-service of the Army with its security and comfort."

The same may also be said of the acting assistant engineers, surgeons and paymasters in the West, who entered our naval service. Their trial of patriotism was equally severe. Their services were indispensably important to the success of our arms.

PROOF OF THE LOYALTY OF THE WESTERN PILOTS.

It has been said that the pilots of the Mississippi and Ohio rivers were disloyal to the Government in the time of the late rebellion. In the dark hours of 1861, when a call was made for pilots to go in the wooden gunboats "Tyler," "Lexington" and "Conestoga" (these vessels were mere wooden shells, hastily gotten up, and were pronounced, by even loyal "editors," to be nothing more than slaughter-pens), everything that could be brought to bear to prevent or deter pilots or engineers from risking their lives in them, was brought forward by the opposing element in our midst. Yet more than double the number required to pilot those vessels boldly came forward, offered their services, and went in these gunboats, well knowing that they would be a special mark for the enemy's sharpest practice; for to kill the pilot would be

equivalent to disabling the vessel. The pilot-house, being a target for the enemy, was truly named

THE SLAUGHTER-PEN

of these gun-boats. In the Fall of 1861, a call was made for fifteen pilots to go in the (so-called) iron-clads, and in a few days the flag-officer received over fifty applications for the position. In the battle of Fort Henry, two pilots were killed—Marsh Ford and James McBride. In the battle of Fort Donelson two more—Frank Riley and William Hinton, and others were wounded; two of our gunboats dropping out of the action partially on that account. Another pilot was killed just above Fort Donelson. Many distinguished names might be added to those mentioned, who were killed or wounded in these pilot-houses; among the killed were Captain G. W. Rodgers* and Paymaster Woodbury, and the wounded, Commodores Foote and Kilty, of our own Navy, and Captains Buchanan and J. N. Brown of the Confederate Navy, with their pilots in each case. It was, therefore, sufficiently proved that the pilot-house was always the most dangerous part of the vessel, while it was, at the same time, the only place from whence the pilot or captain could see how to manage the gunboat. Notwithstanding, pilots came forward voluntarily to fill the places of the gallant men who had sealed their loyalty with their lives, and numbers were clamorous for appointment as pilots in the Mississippi flotilla.

THE PILOTS NOT RECOGNIZED AS OFFICERS.

The pilots on entering the service were told that they held rank and position as officers; they wore the uniform prescribed, and were subject to all the rules and regulations of the Navy, and in addition to their duties as pilots, they were called upon to perform

*From *The Army and Navy Gazette*, 1863.

The death of Fleet-Captain Rodgers has been inaccurately stated in all the journals as having been caused by the breaking of the interior lining of the pilot-house of the "Catskill," struck by a shot. A letter kindly shown us by Capt. C. R. P. Rodgers, brother of George, written by Capt. A. C. Rhind, who went on board the "Catskill" to transfer the remains of Capt. Rodgers to the "Wabash," tells the story truly. The top of the pilot-house of the "Catskill" was crushed in by a shot or shell, causing the death of Capt. Rodgers and Paymaster Woodbury, who were the the only persons in the pilot-house. The fact has not only a sad interest in connection with the death of the gallant sailor, but is of importance in its scientific bearings.

the duties of every grade, from the commanding officer downwards. They therefore naturally expected that, as officers, they would receive the respect and honor due to their rank and services.

How they were treated will appear from the following statement of Mr. Tennyson.

MR. TENNYSON'S STATEMENT.

"In May, 1862, I was told by Captain J. L. Phelps that the Secretary of the Navy had ordered the pilots to be discharged from the service, and taken on again when they were needed to move the gunboats. We were then in front of Fort Pillow. He asked me what the result would be, and whether the pilots would remain there to be ready when called for. I replied they would; but as it was our custom, when employed by the month or job (and as it appeared to me that the department wished to make us out a mercenary set of men), we should charge according to the work required, and that, when it came to a matter of dollars and cents, I could not think of risking myself for a less sum than five thousand dollars, even on a reconnoissance, and double that sum to be paid my heirs in case of my death; and for an attack on Fort Pillow, no sum of money would tempt me. I believe this was the feeling of every pilot then in the Mississippi flotilla.

"In 1863 the squadron had increased to nearly the number of vessels usually employed by commerce, in addition to which there were a large number of army transports, each requiring pilots, making in all a greater number than could be supplied. The southern pilots that had fought us at Fort Pillow, Memphis, and other battles, were then in our army transports at seven hundred and fifty dollars per month. We of the Mississippi squadron had not asked for an increase of pay, but to be recognized by our country as officers. Our commanders did all in their power to have it so, but failing in that, on the first of June, 1863, Admiral Porter increased our pay to two hundred and fifty dollars per month.

"Traitors have never called us cowards; our commanders never called us disloyal; and we feel proud to have served in the Mississippi squadron, proud of our noble commanders. They will do us justice, as they always did. God bless them all, wherever they may be; may they live long and enjoy the rich peace for which they so long and patiently labored."

To the foregoing statement of Mr. Tennyson (which was furnished by request), Mr. Hines adds that "at the close of the war our pilots were being discharged, in common with all other volunteer officers, receiving a gratuity of three months' pay. The order under which this allowance was made was subsequently held to be invalid, on the ground that pilots were not technically officers."

That this class of officers were justified in expecting the titular rank, honors and emoluments of officers, is shown by letters from the commander-in-chief of the naval forces on the Western waters.

That their grievances were of long standing, is very clearly proved in the memorial to Congress in which the case of the pilots is presented. In short, it may be stated of the pilots and engineers, as well as of almost all the volunteer officers of the Mississippi flotilla, that they did their duty nobly, and proved themselves worthy of being relied upon by the nation as a reserve force whenever their services might be required.

A FLOOD AT CAIRO.

In the spring of 1862, when the naval depot was in course of formation by Admiral Foote, the river was so high during the great freshets that in order to protect the levees at Cairo, the Provost-Marshal directed that all steamers should slacken speed on approaching, it being feared that the waves created by them would otherwise break in and inundate the city. The camps and barracks in which our troops were quartered, and the fort commanding the junction of the Ohio and Mississippi rivers, would all have been submerged, had the water risen a few inches higher. The lower part of Alexander county, at the extreme point of which Cairo is situated, was flooded for ten miles around; and the city was only rendered habitable by the vigorous exertions of its inhabitants.

CAIRO NAVAL DEPÔT COMMANDED BY A. M. PENNOCK.

After Admiral Foote had succeeded in the establishment of this naval depôt, Commander A. M. Pennock was placed in charge, and remained in control for three years. His assistants were Lieutenants J. P. Sanford and O. H. Perry, Chief Engineer Merritt (afterwards relieved by Faulkner), Quartermaster Wise and Master-Mechanic and Acting-Constructor R. Friganza. The thorough knowledge of naval matters acquired by the officer last named by hard experience of thirty years in the Navy rendered his services at that juncture and in that particular locality invaluable. The faithful and effective discharge of every duty by Mr. Friganza, notwithstanding the great demands made upon his energies, deserve a far better reward than a mere brief allusion to them in these pages.

Our naval flotilla (with the exception of its officers) was at that time under the pay of the Army authorities, General Fremont being commander-in-chief of the Western forces; and service in the flotilla was in many respects undesirable. The confined and heated atmosphere of the gunboats rendered them, of course, most uncomfortable and unhealthy during the summer. The men who continued

in this service from the beginning of the war on the Western waters to the time of the opening of the Mississippi, are therefore fully entitled to at least the gratitude of their countrymen, even if they do not receive any more substantial reward or acknowledgment.

THE EARLY HISTORY OF THE MISSISSIPPI FLOTILLA.

As the earliest authentic record of the events which this work is written to commemorate, we give the subjoined interesting official report of Commander John Rodgers, relative to the first steps taken under his superintendence towards the formation of the Mississippi squadron, which was destined to perform such gallant and important services.

COMMANDER RODGERS TO SECRETARY WELLES.

“U. S. GUNBOAT ‘TAYLOR,’
OFF COMMERCE, Mo., Aug. 22nd, 1861.

“SIR :

“The gunboats arrived at Cairo, Ill., safely, on the afternoon of the 12th inst., under charge of Lieutenant Phelps. Lieutenant Stemple was, until their arrival, occupied in enlisting a crew, and I, myself, was detained with duties incident to their conversion and outfit. They were kept at New Albany, Indiana, by the low stage of water in the river, and arrived here as soon as they had water to float them ; one of them being dragged by the united power of the three over a bar having a foot less water than the draught of the deepest of them. We have enlisted about half the men needed for the aggregate crew of the three.

“Since then we have not been idle, as the accompanying reports will show. I have organized the personnel of the service, given appointments to the necessary officers, and procured much of the material needed for immediate service by purchase, having, from the necessity of the case, gone before the tardy arrival of the means necessary to our active service. We have received no powder. I bought a small quantity, and a few shot, which were requisite to the safe passage of the vessels past Paducah, Kentucky, where the secessionists had threatened to take them if they came unarmed. Gun tackles were wanting ; such blocks as we could procure had to be purchased ; no proper breeching could be procured ; a grass hawser was cut up and made to serve the purpose.

“The arrangements of the magazine are far from complete, as one of the vessels leaks quite badly from having been ashore and dragged over shoals. We hope soon, however, to be in quite a good state of efficiency.

“The Western river men, I find willing and tractable, and I presume they will readily make good artillerists. Now, however, they know far less of their duties than I hope we shall be able to teach them. In the meanwhile we shall continue to cruise in the river, and render, we hope, useful service until the arrival of proper material will enable us to venture farther than now would be proper to undertake.

"With no passing boxes, the cartridges are passed in men's hats ; with no magazine screens, there is, necessarily, an opening on the gun-deck to the magazine, more exposed in a vessel drawing only four and a-half feet of water to the fire of our own battery than desirable for so inflammatory a material. Those boats now in process of construction at St. Louis are so iron-plated, and so arranged in plan, as to render them, I hope, valuable adjuncts when finished to an attack upon any battery, and we look forward with some interest to the time when we shall test their efficiency. In the gunboats now in the service here, nothing more was attempted than to render them bullet-proof. This has been accomplished.

On the 20th inst. we proposed making an excursion down the river to near New Madrid, where General Pillow is said to be in force ; but in consequence of a report that the rebels with a force of one thousand men had taken possession of Commerce, and had erected a battery there, I determined to dislodge them. We arrived here and found that, on coming in sight, they had left the town with a train of fifty wagons, principally laden with corn, of which it is said they took away forty-five loads from a mill in the town. The rebels here committed a great deal of wanton destruction to property, breaking furniture, carrying off and tearing up women's and children's clothing. Yesterday afternoon, at about six o'clock, a number of them came upon a hill in the vicinity, and opened a fire of small arms upon the vessel. A couple of shells dislodged them, and all again became quiet. We sent ashore and took off a few women and children who remained in Commerce, the men having already left, and taken refuge on the opposite shore. I return to Cairo with reluctance, and think I shall immediately despatch a vessel to lie off this place. The position has possibly little strategic importance, but it is menaced by the enemy. It is the property of our friends, and it commands the river. A good road, it is said, leads to it from the interior. A couple of cannon would compel an unarmed steamer to surrender, whereby public property in progress of transportation might be lost, or any soldiers embarked made prisoners. It is said the rebels threaten, when this gunboat shall retire, to make an incursion into Illinois. I think they will scarcely venture to attempt it.

"I have the honor to be,

"Very respectfully,

"Your obedient Servant,

"GIDEON WELLES,

"JOHN RODGERS,

"Secretary of Navy.

"Commander, U. S. N."

"Washington, D. C."

GUNBOAT "TAYLOR" ON THE MISSISSIPPI RIVER.

The U. S. gunboat "Taylor" (formerly the "A. O. Tyler," of Cincinnati), from which vessel the above report was dated, was one of the three original pioneers fitted out at Cincinnati, Ohio. On the 12th of September, 1861, Commander John Rodgers was relieved from the command of that vessel by Commander Henry Walke, who had proceeded to Paducah, Kentucky, in company with Flag-Officer Foote.

SEARCHING FOR REBEL BATTERIES.

Two days after (Sept. 14th) Commander Walke, in obedience to instructions from Flag-Officer Foote, proceeded from Paducah to Cairo, and on his arrival held a conference with General Grant, and that distinguished officer detailed members of his staff to accompany Commander Walke on a reconnoissance down the Mississippi river to within gunshot of Columbus, in search of rebel batteries reported to be in course of construction. The movement was in co-operation with our advanced troops under Colonel Oglesby which were encamped at Norfolk, six miles below Cairo. At Norfolk, the "Taylor," at the request of the colonel, took on board about one hundred of the Ninth Illinois regiment, and then approached the rebel fortifications at Columbus. These were found to be built upon the Iron Banks, at the first Chickasaw bluff, which is almost perpendicular, rising from two to three hundred feet above the ordinary surface of the Mississippi, overlooking the course of the river northward and southward about twenty miles.

The river at the base of these bluffs takes a short and rapid turn to the southwest, where it becomes very deep and narrow, forming strong eddies and currents and counter-currents at Columbus. The Confederate batteries were planted upon the spurs of the bluff, one of them about fifty feet above the water, mounting ten heavy guns, with a large floating battery of sixteen guns moored at Columbus landing. Their heaviest rifled guns were planted and pivoted on the summit of the Iron Banks, where they commanded a long range up the river and also to their rear. The enemy's trains of light and heavy artillery (including some Parrot rifle guns) were ample and well organized.

A RECONNOISSANCE AT COLUMBUS.

Off these works, the Taylor rounded to, fired eight or ten 64-pound shell into them, killing (as reported) three, and wounding several of the enemy. She then returned to Norfolk, landed the troops, proceeded on to Cairo, where the Army officers went ashore, and returned to her anchorage at Norfolk.

From this date until the 23rd the "Taylor" made frequent excursions of a similar nature down the river, and she was then relieved by the gunboat "Lexington" (Lieutenant-Commander Stembel).

THE ARMAMENT

of these three wooden gunboats, which formed the nucleus of the Mississippi squadron, was as follows: The gunboat "Taylor" mounted six 64-pounder broadside guns, and one siege 32-pounder stern gun. The "Lexington" mounted four 64-pounder broadside guns, and one 32-pounder stern gun. The "Conestoga" had two 32-pounder broadside guns, and one light stern gun.

At this period of the war, the most important points of operation in the West were Cairo, Ill., under the command of General Grant, and Columbus, Ky., which formed a part of the command of General Polk, of the Confederate army. Columbus, situated twenty miles below Cairo, on the Mississippi, was appropriately styled the "Gibraltar" of the West, as it was perfectly fortified, and was garrisoned with an army much larger than our own force at Cairo. The "Taylor" was constantly on picket duty, reconnoitering the enemy often within gunshot of their batteries; and these dauntless visitations were briefly recorded in the log-book under date of September 14th and 21st, October 7th, 11th, 19th, 22nd and 31st, November 6th and 7th, all in the year 1861; and entry was also made of the part taken by the "Taylor" in the battle of Belmont, December 12th and January 7th.

The last of these reconnoissances was made by Flag-Officer Foote, with the gunboats "Essex" (Commander Wm. D. Porter), the "Taylor" (Commander H. Walke), and the "Lexington" (Lieutenant-Commander Shirk). Every particular was minutely reported to the Navy Department by Foote, who also made reference to that region as having been first explored by himself, with all his force, to prove that the reports and rumors of obstructions and dangerous torpedoes were unfounded. The previous active service of

THE GUNBOAT "TAYLOR,"

however, though equally important, was never reported in the official correspondence to the Navy Department.

When Commander Walke relieved Commander John Rodgers, and assumed command of the "Taylor," her transformation from an ordinary Ohio river boat to a vessel of war was incomplete, extensive repairs and alterations being required before she could become adapted to her new service. The reconstruction of the steamer was progressing rapidly at Mound City, where she was

when Commander Walke received the following autograph letter from General Grant :

GENERAL U. S. GRANT TO COMMANDER WALKE.

"HEADQUARTERS, S. E. MO.,
"CAIRO, Oct. 6th, 1861.

"CAPTAIN :

"The services of your gunboat being much required, I will be much obliged, if you will report with her for service in the morning.

"Respectfully yours,

"U. S. GRANT,
"Brig. Gen'l. Com'd'g."

This order was promptly obeyed, and definite instructions having been received at Cairo (where some of the general's staff came on board), the "Taylor" and the "Lexington" (Lieutenant-Commander Stembel) steamed down the river to the enemy's batteries at Columbus, and after chasing the rebel steamer "Jeff. Davis" under the guns of that fortress, opened fire, which was replied to by guns of the heaviest calibre, some of them rifled. Fortunately, however, the range from the batteries was too high, and their first volley of screaming shells flew over and far beyond the frail gunboats; and by a timely and necessary retreat they escaped harm. Having accomplished the object of their visit by drawing fire from the enemy's batteries, the gunboats returned to Cairo.

The *Chicago Journal* stated upon the authority of Mr. Charles Cox, who at that date had just escaped from Columbus, that one of our shells passed over the fortifications, and fell in an open space of ground behind them.

THE OFFICIAL REPORT

made upon this reconnoissance was as follows :

COMMANDER H. WALKE TO GENERAL U. S. GRANT.

"CAIRO, ILL., Oct. 7th, 1861.
"U. S. GUNBOAT 'TAYLOR.'

"GENERAL :

"Agreeable to your orders of this morning, I proceeded down the river with the U. S. gunboat 'Taylor,' and the 'Lexington,' under Commander Stembel, for the purpose of reconnoitering the position of the enemy, so far as practicable. Upon approaching the head of Iron Bluffs we saw the rebel

steamer 'Jeff. Davis,' but could not get near enough to be of effective service.

"Proceeding till we came in sight of their batteries, about two miles above Columbus, we opened on them, and succeeded in drawing the fire of their batteries, some of which proved to be mounted with rifled cannon. Four of their shots passed over us; one of them coming within fifty feet of the bow.

"Not feeling ourselves strong enough to contend with their rifled cannon, we rounded to, and returned to Cairo.

"When near the foot of Lucas Bend, the 'Lexington' and ourselves fired several shells into Camp Belmont, from which they replied, firing from their batteries; and on our return, just below Norfolk, we brought away two flat-boats, which we deliver subject to your order.

"Very respectfully,

"H. WALKER,

"Brig.-Gen. U. S. GRANT, Com'd'g."

"Comd. U. S. N."

SURPRISING A CONFEDERATE PICKET.

On one of these reconnoissances down to Lucas Bend, the "Taylor" surprised one of the enemy's pickets, who immediately mounted his horse and went off at full speed, being confined to the river bank by a fence. The chase was short but exciting. The faithful horse, with his rider, soon left the tardy gunboat behind; but a 64-pounder shell overtook them, and burst so near that nothing more was seen of them after the smoke and dust had cleared off, and the roar of the explosion had subsided.

On another occasion, when a visit was made to that locality, our gunboats (as it was reported to us by one of our officers), came unexpectedly upon a Confederate steamer, which, as was learned too late, was on a reconnoissance, and had on board their "President" Jeff. Davis and General Jeff. Thompson, General Polk, and others of like renown.

When they saw our gunboats there was no little dismay aboard of her, but the cool and crafty Jeff. Thompson devised a plan of escape which proved successful. He ordered that a flag of truce be hoisted, and that they meet our boats for a cordial parley. Their president, and the other prominent officials, kept from sight, and the captain was furnished with "instructions from headquarters," which demanded the serious consideration of our generals.

The *ruse* of hoisting the flag of truce was successful, though tardy and doubtful, from the fact that the Confederate steamer was in a calm at the time, and therefore the flag could not at first be seen when she appeared under a flag of truce.

THE REBEL RAM "MANASSAS."

We were all this time unaware of a fact which was afterwards reported, namely, that Commodore Hollins, with his monster ram "Manassas," was actually about that time going up to Columbus. However, even if we had known of her presence, we should have taken comfort from the fact that the river was so low at that season that she could not have ascended farther up. This ram was afterwards taken to New Orleans to meet Farragut's fleet, where she made her mark at the Brooklyn (Commodore Craven) and the Mississippi (Commander M. Smith). The latter, however, with Admiral Farragut's permission, chased her on shore and destroyed her.

CHAPTER III

BATTLE OF BELMONT.

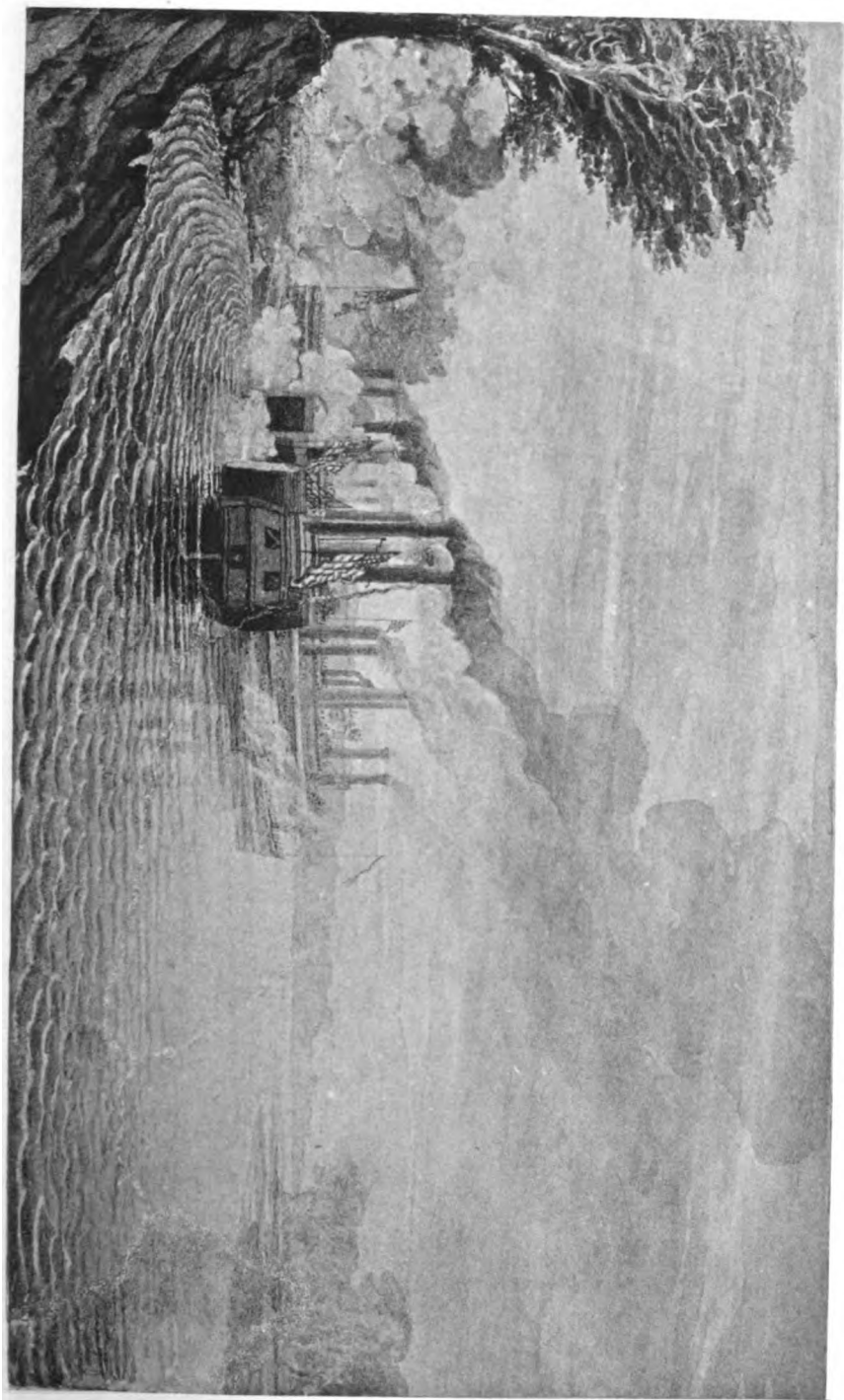
The "Taylor" and the "Lexington."—General Grant's Order to the Gunboats.—An Historian's blunder corrected.—Descriptions of the Battles by Newspaper Correspondents.—The Gunboats protecting Grant's Army.—The Naval and Military Forces successfully co-operating.—Rebel testimony.—No Official Report made to the Navy Department.—General Grant's Official Report.—Commander Walke's Report.—Admiral Foote's treatment of Insubordinate Officers.—Captain Walke's share in the Battle of Belmont.—The Losses on both sides in the Conflict.

THE first battle of importance in which our gunboats participated on the Western waters, was at Belmont, on the 7th of November, 1861. During the night of the 6th the wooden gunboats "Taylor," carrying six 64-pounders, and the "Lexington," with four 64-pounders and one 32-pounder, conveyed the transports containing the land forces of General Grant down the river from Cairo; and on the morning of the 7th, protected the landing of the troops near Belmont.*

* The gunboats were, so far as could be ascertained, officered as follows:

The "Taylor."

| | |
|--|------------|
| Commander Henry Walke, in command, U. S. Navy. | |
| Lieut. Joshua Bishop, U. S. N., Executive Officer. | |
| Acting Master, Edward Shaw, | Volunteer. |
| do. 2nd do. Jacon Gondy, | do. |
| do. 3rd do. James Martin, | do. |
| do. 4th do. Patrick McCarty, | do. |
| Pilot, John Sebastian, | do. |
| Pilot, Charles Sebastian, | do. |
| Assistant Surgeon, Thomas H. Kearney, | do. |
| Acting Paymaster, William H. Coleman, | do. |
| do. Chief Engineer, Samuel Goble, | do. |
| 1st Asst. Engineer, John W. Hartupee, | do. |
| 2nd do. do. D. E. Weaver, | do. |
| 3rd do. do. Edward W. Goble, | do. |
| Armorsers, Oscar S. Davis and Elihu Stevens, | do. |
| Master's Mate, George P. Lord, | do. |
| Master's Mate, Edward E. Brennand, | do. |
| Acting Gunner, Herman Peters, U. S. N. | |
| Carpenter, Thomas Russel, Volunteer. | |



BATTLE OF FORT MIFFLIN.
U. S. Gunboats replenishing the enemy at the debarration of our army.

On the morning of the 7th of November, General Grant, from on board the steamer Belle of Memphis, lying on the Kentucky shore, just below Island No. 1, and about seven miles below Cairo, issued the following order to his command :

GENERAL ORDER OF BRIGADIER-GENERAL GRANT.

“ON BOARD STEAMER ‘BELLE OF MEMPHIS,’

Nov. 7th, 1861, 2 O’CLOCK A.M.

“The troops comprising the present expedition from this place, will move promptly at six o’clock this morning.

“The gunboats will take the advance, and be followed by the first brigade, under command of Brig.-Gen. John A. McClernand, composed of all the troops from Cairo and Fort Holt. The second brigade, comprising the remainder of the troops for the expedition, commanded by Colonel John Dougherty, will follow.

“The entire force will debark at the lowest point on the Missouri shore, where a landing can be effected in security from the rebel batteries. The point of debarkation will be designated by Captain Walke, commanding naval forces.

“By order of Brig.-Gen. U. S. Grant,

“JOHN A. RAWLINS, A. A. G.”

IN THE BATTLE OF BELMONT,

the wooden gunboat Taylor, as the leading boat, commanded by Commander Walke, and the Lexington followed, Commander Stemble, proceeded to attack the enemy’s batteries, consisting of about twenty heavy guns. Some were planted on the “Iron Banks,” a short distance above Columbus, at an elevation of about two hundred feet, and another of about fifty feet elevation, overlooking a long bend up the river. It was necessary to observe great caution in order to prevent the gunboats from being disabled, as they were needed to guard the troops on their return. They were therefore

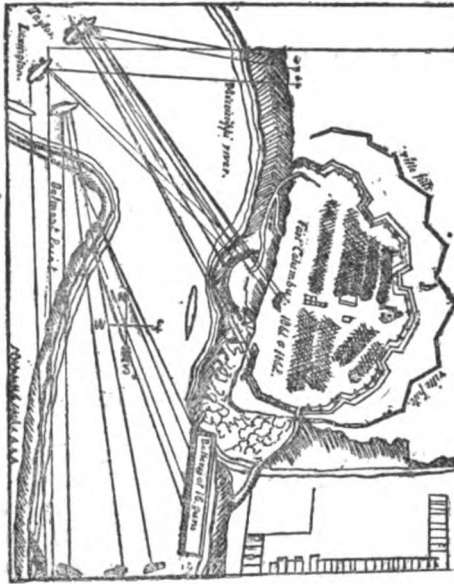
The “Lexington.”

| | |
|---------------------------------------|------------|
| Lieut. Commanding, R. N. Stemble, | U. S. N. |
| Acting 1st Master, Jacob S. Hurd, | Volunteer. |
| Do. 2nd do. Martin Dunn, | do. |
| Do. 3rd do. James Fitzpatrick, | do. |
| Do. 4th do. Sylvester Pool, | do. |
| Pilot, William Hall, | do. |
| Pilot, Samuel Williamson, | do. |
| Surgeon, George W. Galver, | do. |
| Acting Paymaster, Augustus F. Taylor, | do. |
| Gunner, Samuel Vroom, | do. |
| Carpenter, Richard Carroll, | do. |
| Armorer, Reuben Story, | do. |

kept constantly moving, while engaged, in a circle, to elude the enemy's shot.

General Grant requested Captain Walke to attack the enemy's batteries, only as a diversion, and this was done with some effect.

BATTLE OF BELMONT.



COLUMBUS, KY., 1861-1862.

But the superiority in their position, and the number, as well as the quality of the enemy's guns, proved so formidable that it would have been madness to remain long under their fire; and accordingly, having accomplished the object of diverting the fire from our troops, the gunboats withdrew from the contest. But the excitement and suspense caused by the incessant roar of artillery and musketry, when the enemy renewed his attack, at about 2:30 P. M., were too great to permit any sailor to remain long a passive

spectator. The gunboats again steamed towards the frowning battlements, to share in the hottest of the fight; or, to use the words of General Grant, in writing to his father on the 8th, "Our gunboats exercised the rebels by throwing shells into their camp and batteries."

In the afternoon, Captain Walke, perceiving that the enemy overshot his mark, took advantage of the circumstance, by running his gunboats far within the range of their batteries, and then, with impunity, continued for about a half hour to fire broadside after broadside, the enemy's shot all passing over them. After a time, however, the latter corrected their mistake, and the gunboats wisely ran out of range. The safety of our gunboats may, in a great measure, be attributed to this ruse.

The enemy had surpassed us in placing rifled guns along their line of defenses, and some of them were of the heaviest calibre.

Two of these guns, known as "The Lady Polk" and "Lady Jeff. Davis," were mounted in the battery upon the summit of the "Iron Bluffs," at Columbus. Their terrible shells, as they whirled over our gunboats, and plunged in the water or earth near them, clearly demonstrated what an amount of destructive force they possessed.

A Confederate officer, writing to the *Memphis Appeal*, Nov. 10th, 1861, says: "As soon as it became apparent that our troops had deserted their camp on the Missouri side, and while the flames were issuing from it, surrounded as they were, the famous pivot gun "Lady Jeff. Davis" was turned loose upon them from this side, and Stewart's and Smith's batteries opened fire from a position on this side of the river opposite them. The "Lady Davis" fired two shots."

One of these shot was dug out of the ground, near the landing, during the battle, and is now in the possession of Mr. David Hines, one of our pilots. Its form is similar to our own rifle shells, but the base is of different metal, and grooved to fit the rifles, which no doubt had the effect of straining the guns when fired. The "Lady Polk" burst the day after that on which it was fired at our gunboats at Belmont, which also exploded the powder magazine, killing and wounding thirteen men, and also wounding General Polk, who was stripped of his military paraphernalia, almost entirely, apparently as an act of Providence because they did not properly belong to him, or should not have been worn by him, after he was consecrated for ever and exclusively to the service of God. If bishops can properly take the sword, then admirals may be excused in taking the miter or pulpit. By this accident, also, the head of one of the men was blown off, and fell three hundred feet away, upon a rock or small island under the "Bluffs," where it remained several days. Another Columbiad of the same calibre as the "Lady Polk," was afterwards removed to the head of Island No. 10, where it burst while firing at our gunboats. The remains of these guns are now (1869) in the Navy Yard at Mound City, Ill.

When the enemy was transporting fresh troops over the river, the shell from our gunboats met his light artillery and the other re-enforcements near the landing at Belmont. Some of the shell struck the bank of the river, and exploding, dispersed a whole company of artillerists, killing, among others, the captain, as afterwards related by one of the prisoners.

PROTECTING GRANT'S ARMY.

Commander Walke had ordered his gunners to elevate their aim

and to fire across or over the point (see diagram) at the enemy's transports which had on board re-enforcements hastening forward to intercept General Grant. It was also stated on good authority that our shots struck some of the enemy's transports, as they were crossing the river and when they were in the act of landing troops for the purpose of cutting off Grant's army from the protection of the gunboats. This (it was thought) caused the enemy's transports to cross the river at a point almost beyond the reach of our shot, and land their troops lower down; which was the very thing we desired to accomplish. It enabled Grant to withdraw his army in good order, after some hard fighting.

On this point, Pollard, in his *Southern History of the War*, says: "The shots from their (our) batteries were driven through two of the Confederate transports at the same time."

It is therefore but fair to admit the probability that some credit was due to the gunboats, as our light artillery was otherwise engaged.*

An Acting-Master, George Lord, of the "Taylor," while on board another of our boats, under a flag of truce shortly after the battle, saw a Confederate steamer, with a flag of truce, and reported to the captain that she had been struck by a 64-pounder shell, while crossing the river that day at Belmont with re-enforcements. At the time this vessel may have been crossing, the "Taylor" was firing her broadsides in that direction; and the inference is that these shot-holes, which our informant noticed himself, were caused by the gunboats.

A NECESSARY PRECAUTION.

But the position of the gunboats (though favorable for checking the operations of the enemy's transports loaded with their troops, from ascending the river, to capture our transport steamers, and cutting off the retreat of our army), was altogether too much exposed to be occupied for any length of time. The enemy's batteries being in full play, their shot and shell began to have a telling effect. A cannon ball came down obliquely through the side deck and scantling of the "Taylor," taking off the head of Michael Adams, and

* Of this stage of the day's battle, H. C. Denning thus writes in the *Life of General Grant*:—"For a second time, his [the enemy's] line is broken, his troops dispersed; again he is driven in confusion over the crest and to the river bank. The gunboats participate in the affair, and contribute to its success. Grant perceives that the 'three-deckers' are still busy in crowding re-enforcements upon this bank, and that there is every prospect that the enemy will rally for a third attack, and therefore pushes on to the point. He orders the troops to re-embark."

wounding several others. The effect of this shot, not one of the largest in use by the enemy, convinced Commander Walke of the necessity of removing his vessels (which had all the time been kept moving in a circle to avoid the range of the enemy's guns) to a greater distance, so as to stand a better chance of security.

After firing a few more broadsides, therefore, and perceiving that the firing had ceased at Belmont, he returned to the landing with the gunboats, which movement was indispensable not only to the safety of the gunboats, but also to the ultimate protection of our transports and army. In fact the destruction of the gunboats then, would have involved the loss of our army and our most important military depôt in the West, at Cairo; and this could have been the only result of an action at close quarters between these gunboats and the batteries at Columbus, or their attempt to pass below those batteries.

The events which immediately followed will more clearly demonstrate the correctness of these remarks.*

THE NAVAL AND MILITARY FORCES SUCCESSFULLY CO-OPERATING.

Our troops soon began to make their appearance in order on the banks of the river, followed by the enemy, but our transports, having, as stated, moved up the river to escape the rifle shots from the heights, were some time in returning to the place of debarkation. As soon as the transports arrived, the troops hurried on board. General McClernand with other officers, warned our gunboats of the approach of the enemy's force, but they were all ready and in good position to repel him. It was now that the skill previously displayed by the officers of the gunboats was fully appreciated, as it gave them an opportunity of rendering a service to the army and country which should not be forgotten. The Confederates, coming up through a corn-field *en masse*, opened a desperate fire of musketry and light artillery upon the transports, filled, or being filled, with our retreating soldiers. This fire was immediately responded to, and that most effectually by the gun-

* We have noticed these particulars definitely in order to correct a mistaken idea of the facts (then and there existing) as shown in the premature reports of that period, and adopted by some of our earliest historians of the rebellion, and several army officers, who wondered why these frail gunboats did not run down to Columbus and capture or chase away the enemy's transports, and return whenever it was necessary or convenient to protect our own. But such an attempt would have involved our gunboats in the necessity of capturing Columbus with all its batteries, which was quite impossible. Had our gunboats been lost in that attempt, which was a moral certainty, all our army and Cairo would have been at the mercy of the enemy.

boats. The enemy's artillery was seen tumbling over, and his ranks were soon broken. They dispersed in the utmost confusion, or fell on the ground to escape our shot and shell.

JOURNALISTS RECOGNIZING THE SERVICES OF THE GUNBOATS.

A correspondent of the *New York Herald*, under date of November 12th, 1861, writes as follows respecting the service of the gunboats on this occasion. "Their shells fell like meteors into the rebel ranks, demolishing whole squadrons of artillery at a broadside, sending horse and rider, cannon and cannoneer in the air in indiscriminate masses, sweeping down whole platoons of infantry at a charge, and throwing the rebels into confusion worse confounded."

The Cairo correspondent of the *Missouri Democrat*, in a letter dated November 10th, 1861, says: "The enemy planted their new, fresh artillery, supported by infantry, in a corn-field just above our transports, with the intention of sinking them when they started up the river, and of bagging the entire army. But thanks to the gunboats 'Taylor' and 'Lexington,' and their experienced gunners, we were saved from a terrible and otherwise certain doom. They took up a position between us and the enemy, and opened their guns upon them, letting slip a whole broadside at once. This movement was performed so quickly that the rebels did not get time to fire effectively upon us. Their guns were silenced as soon as they opened, or were probably dismantled. The first shot from the gunboats made a perfect lane through the enemy's ranks."

The *Cincinnati Daily Commercial* says: "The rebels crossed the river below the scene of the fight, and made an attempt to get between the gunboats and our troops. They were nearly successful in this, and the only wonder is that the Federal expedition did not fall into their hands. The gunboats could not prevent the rebels from crossing below Belmont, as they could not pass their batteries at the town; but they rendered service of the utmost importance in covering the retreat of our forces."*

A CORRESPONDENT ON BOARD THE "LEXINGTON" DESCRIBES THE ACTION.

The special correspondent of the *Missouri Democrat* makes the

* The *Life of General Grant*, referring to this part of the action, says: "The gunboats now steamed to the rescue, taking position at the distance of sixty yards from the rebel columns, and, bringing their guns to bear, loaded the fields with swaths and windrows of corpses and wounded men."

following report from on board the gunboat "Lexington:." "Cairo, November 12th, 1861. The gunboats 'Taylor' and 'Lexington' were ordered to drop down to Port Jefferson on the evening of the 7th. At 7 o'clock on the morning of the 8th, they dropped down to Lucas Bend with the transports. After landing the men they took up a position within one and a half miles of the rebel batteries, and opened fire, playing upon them with six and eight-inch shells. After firing some thirty rounds of shell they withdrew, as the enemy had the range, and their missiles were falling thick and fast across their decks and alongside, splashing and dashing in the water, and cutting fantastic *ricochets* through the air. They were firing upon them with a 94-pounder rifled cannon. The 'Taylor' at this time threw a 32-pound shot near General Polk's headquarters, as we have since ascertained from a prisoner. Returning, the transports were still within reach of their rifled cannon.

"At this time the enemy fired a 94-pound shell, apparently at General Grant and his staff, who were upon the river bank. With a most terrible whiz it passed right over their heads, and buried itself ten feet in the solid earth, one hundred yards distant from the landing. The shell, a perfect curiosity, did not explode. It was dug out of the bank and is now on exhibition here. It is eighteen inches long, six and three-fourths inches in diameter, a sort of bolt of iron (a cannon within a cannon), with a brass percussion fuse on the end, that generally explodes on the slightest impression being made upon it. This shell does not answer the description of any known modern or ancient missile of warfare. It is a mongrel between a Hotchkiss shell and some of the English patents. It is said that it was made in Memphis. It was fired from a cannon (rifle) eight tons in weight. The piece on the shell that fits the grooves of the cannon is about two inches thick, made of a composition of brass and other metal, cast to fit the grooves. My informant told me that he saw where one of these shell had been thrown over three miles, and took effect on a large oak-tree twenty inches in diameter, and fairly cut the tree down as though it had been a sapling.

"The 'Taylor' and 'Lexington' dropped down again about four o'clock. The heavy firing with its continuous roar warned us that our troops were having hot work with the enemy; and having seen that re-enforcements were marching over the distant bluffs, the gunboats dropped down the stream, and shelled the Confederate batteries for three-quarters of an hour, with what success we could not tell, but the shell apparently burst immediately over their heads.

The 'Taylor' and 'Lexington' evidently succeeded, however, in throwing other shells near, or into General Polk's headquarters; and the former vessel received in exchange a 24-pounder shell, through her upper bulwarks, which passed diagonally through the upper and lower decks, and in its passage took a sailor's head off, badly wounded another of the seamen, and after bounding across the deck, finished its cause by knocking down a large heavy stanchion.

"We again withdrew to join the transports, as our troops had by this time cut their way through the enemy, and were embarking. After nearly all had embarked, General Grant ordered the gunboats to drop down below the transports, as the enemy was coming upon our rear in large force, and was so near as to be plainly visible from the deck of the boats. As soon as they discovered that we were dropping down, they went into the woods, but soon re-appeared in a corn-field abreast of our transports, and immediately came up to the river bank six or eight deep. When within one hundred feet of our transports they commenced firing on us. Our men returned the fire.

"The transports then dropped outside of us towards the Kentucky shore, when the enemy opened on us again with their rifle guns, shot and shell falling thick and fast around us. The 'Taylor' and 'Lexington' opened broadsides upon the rebels on the banks, throwing shell, canister, and grape into their ranks, making great havoc. After playing on them half an hour—the 'Taylor' throwing some seventy rounds, and the 'Lexington' between thirty and forty—the smoke from the battle became so thick and black that the sun could not be seen. We then steamed up the river, protecting the transports, and throwing shell back among the rebels until all had disappeared. About three or four miles above, the gunboats hove to, waiting for Colonel Buford's regiment, which was coming to the river. Having taken on board the 'Lexington' some twenty-eight prisoners, we started for Cairo. The 'Taylor' had also on board a large number of prisoners, some of them badly wounded, and they were transferred to the steamer 'Rob Roy,' and anchored off Island No. 1, until our army in Kentucky should arrive."

A LETTER IN THE OHIO STATE JOURNAL,

describing the battle of Belmont, gives the following account of the doings of the gunboats:

"The rebels followed, firing up to the gunboats, but only to be

scattered like chaff before the return volley of musketry, and the thundering '64's' of the gunboats. A secesh soldier who boasted of having captured General McClermand's camp-chest, told me that the first storm of bullets from the boys on the boats, instantly killed twelve of his comrades. I was a spectator of the fight from the deck of the 'Rob Roy,' half a mile above, and must say, notwithstanding the character of the work, that it was one of the grandest sights I ever saw. Over seventy rounds of canister, ball and shell were poured into their ranks from the two gunboats in less than thirty minutes, without which it may be doubted whether our force would not have been cut off. Horses and riders went somersaulting through the air as if hurled by the right hand of a tornado. Under cover of the fire, our transports came safely steaming up the river, where, while passing our boats on the 'Memphis,' I got from General Grant's own lips the first report of our victory. For such it was, if to accomplish all, and more than was intended, can be regarded a victory. At all events, it was so viewed by the enemy, who make no face at saying that we 'licked them like h——l.' I heard this confession from their men and officers many times during the day, but backed up by saying 'it was what they needed to make their men alert and disposed to observe discipline, and that when we came again we would not find them napping.'

"After the transports had escaped from the enemy, and the gunboats had driven him back, they convoyed the fleet up the river five or six miles, when, being informed by General McClermand that Colonel Buford and his regiment were left behind, the 'Taylor' and 'Lexington' returned, and soon met detached parties of our men along the bank. After directing them to the transports 'Chancellor' and 'Keystone' waiting above, they proceeded several miles lower down, and succeeded in finding all who were separated from the main body of our army.

"Colonel Buford informed me that when he heard the firing at the landing, he took the road which led from the enemy to a point farther up the river, and under the protection of the gunboats. The officers and men of this portion of the army, say that the shot from the gunboats, after passing through the enemy's ranks, almost reached our cavalry, but that none of our people were hurt, though forcibly apprised of the danger of being intercepted by the Confederate army."

It will thus be perceived that the presence of our gunboats, compelling the enemy's transports to land below our troops, not

only saved that portion of the Federal army which retreated to the landing and re-embarked under their guns, but that also which took the road to Charleston, and reached the river above the place of debarkation, and were there received on board the gunboats, which could not be approached by the enemy. After performing this service they convoyed the remaining transports part of the way to Cairo. At Norfolk Captain Walke was instructed by General Grant to await the arrival of Colonel Cook's regiment on the Kentucky shore. The 'Taylor' accordingly put her troops, and her wounded and prisoners, on board another steamer, and waited the return of Colonel Cook's regiment from the vicinity of Columbus, which took place about midnight. Our army was highly gratified with the conduct of the naval branch of the expedition."

In the correspondence of the *Memphis Appeal* was published an account from a surgeon in the Confederate army, then writing his father, who makes the following statements about this battle :

"The gunboats came down within range of our camp, and commenced throwing shot and shell about eight o'clock. One or two fell inside our line, and one piece near my tent. Hamilton's artillery replied to the boats. Captain Stewart with his Parrot guns, went two miles up the bluff and opened on the boats. One of these guns exploded into a thousand atoms, which killed two men and wounded another. One of these men had his right arm torn to pieces and his ribs pulverized, he breathed half an hour. The other poor fellow received a piece of iron under his chin, which passed up into the brain; the blood gushed from his nose and ears, he never breathed afterwards. A third man received a slight wound in the arm. The fragments of the gun flew in every direction; a horse near mine received a glance wound from a piece of gun. Our men were previously anxious to be led over early in the morning, but General Polk would not allow it, as he expected an attack on this side of the river, which was certainly the plan of the enemy, but it was not carried out.

He further says :—"We did not get on the ground at Belmont until the enemy were in full retreat, and we never got near them; in fact, only one regiment of our brigade pursued them at all. I saw almost all the battle from our camp on the top of the high bluffs; I tell you my feelings were indescribable. The scene was grand, but it was terrible. Where poor gallant Armstrong was killed there were eleven dead bodies. At the time of his death he had a cap upon his sword, rallying his men. My friend, Captain

Wm. Jackson, was shot in the hip. I am afraid Jimmy Walker will not recover. The day before the battle, Jackson, Major Butler, Wilson of Watson's battery, Lieutenant Bell, Major Gus. Henry, and myself, dined with General Pillow. Butler was shot and died yesterday; Lieutenant Bell dangerously wounded; Henry had two horses shot under him; Jackson wounded as above. An immense number of horses were killed. The dead and wounded were lying as thick as stumps in a corn-field. The scene of the battle-field was awful. The wounded men groaned and moaned, yelled and shrieked with pain. In the woods and in the fields the dead were so thick that it required careful riding to keep from trampling their bodies."

One of the prisoners taken during the action, writes as follows: "During this engagement a shell from our gunboats struck very near General Polk." A regular Confederate artillery officer complimented the firing of the gunboats "Taylor" and "Lexington" at the battle of Belmont very highly, in the presence of our officers; Lieutenant Commanding S. L. Phelps, U. S. Navy, being one of them. In fact, the gunboats were complimented by nearly all our officers, but some complained that it was not right that they were not given a chance; and none appeared to show more dissatisfaction than the flag-officer, although he was informed that General Grant was obliged to use all the forces at his immediate command to successfully accomplish his object, with secrecy and dispatch, and it was impossible for Captain Walke (if he dared to do so) to have telegraphed to Flag-Officer Foote. But this is doubtless one of the secret causes of the hostility evinced by a few officers, who formed ultimately a clique on board the flag steamer. And this is the only assignable cause why Captain Walke's report was not sent to the Navy Department, nor any notice taken of the gunboats engaged in the battle of Belmont, by the honorable Secretary of the Navy.

The Cairo correspondent of the *Cincinnati Inquirer* wrote on November 8th, that "We all would have been taken

PRISONERS,

with the boats, if it had not been for the gunboats."

BURYING THE DEAD.

General Grant, on the day after the battle of Belmont, despatched the transport "Belle of Memphis," Captain Turner, and Pilots Charles M. Scott and David Hiner, under a flag of truce, to

the battle ground, to bury our dead and take care of the wounded. When she arrived at the landing, where our gunboats repulsed the enemy with such terrible havoc, a party of the enemy's troops who were burying their dead, forbade our steamer permission to land, but directed her to land lower down the river bank, where they had buried or taken away *their* dead and wounded. They also told our officers that no Union soldiers had fallen on that field, and our steamer landed at the next and last house in the bend, where a party of our officers and men went on their mournful mission, which is well described by a correspondent of the *Missouri Democrat*, when writing from Cairo, Ill., and confirmed by David Hiner, one of our best pilots.

The correspondent thus writes: "Cairo, November 12th, 1861. After getting permission under the flag of truce, to go and bury our dead, and relieve the wounded who had lain upon the field for nearly twenty-four hours, the first thing we saw after landing was two of our dead men lying beside an old house. Three had been thrown into a corn-crib near by, and four lay wounded in the house, nearly dead. We went on through the woods until we came to a field where sixteen of our dead were lying just as they had fallen, and here we also found three of our wounded, who immediately received the attention of our surgeons. We also saw here large pools of blood from their dead who had just been removed from the field in wagons.

"Going on half a mile farther we came upon a large party of the enemy burying the dead, which they had collected from the different thickets. About fifty bodies were lying about waiting burial. None of our killed were among them. Going on farther through a clearing, we came to the fallen timber where our boys charged and took the enemy's batteries, and where the loss on both sides is represented as frightful. The enemy had buried and removed their own dead, and we found twelve of our men in the position they had fallen. On the river bank we found a number of our dead, and here it was that one of the most heart-rending scenes of the whole battle was enacted. Captain Brooks, of Buford's regiment, came upon the dead body of his own brother, who was a surgeon in the rebel army. He knew he was a rebel surgeon, but did not know he was in the engagement until he stumbled over his corpse. The scene is described as affecting in the extreme, and it certainly forms one of the most thrilling and horrible incidents in this unholy rebellion. Captain Brooks buried his brother and put a slab at the head of his grave.

“At this point a great many of the enemy’s dead had been thrown off the embankment to escape our notice, but we saw where they had been dragged and pitched off the bank. One of our party looked over (contrary to the express orders of the Confederate officers), and saw, as he supposed, seventy-five or one hundred of bleeding and mangled corpses, heaped up among the dismantled artillery.

“Having buried our dead, some eighty-five in number, and brought away about twenty of our wounded, we again reached our transports.”

NO OFFICIAL REPORT MADE TO THE NAVY DEPARTMENT.

Admiral Foote was at St. Louis when the battle of Belmont was fought, and so far as appears, made no report to the Secretary of the Navy of the part which the gunboats took in the action.

General Grant complimented Captains Walke and Stembel for the important aid they rendered to the Army in this battle. In his second official report, he said :

“The gunboats convoyed the expedition, and rendered most efficient service immediately upon our landing. They engaged the enemy’s batteries on the heights above Columbus, and protected our transports throughout. For a detailed account of the part taken by them, I refer with pleasure to the accompanying report of Captain Walke, senior officer.”

Grant’s first official report was quite as complimentary to the gunboats, and in all the correspondence of the press their services were highly commended.

CAPTAIN WALKE’S OFFICIAL REPORT.

Captain Walke made the following report to Flag-Officer Foote, who was then at St. Louis :

“U. S. GUNBOAT ‘TAYLOR,’
“MOUND CITY, *Nov. 9th*, 1861.

“SIR :

“I have the honor to report, that on the evening of the 8th inst. I received instructions from General Grant to proceed down the river in company with the ‘Lexington,’ under Commander Stembel, for a reconnoissance, and as convoy to some half-dozen transport steamers. We proceeded to opposite Norfolk, near the Kentucky shore, where we rounded to and anchored for the night. I then learned for the first time the extent of the reconnoissance.

“At three o'clock the following morning, at the request of General Grant, the 'Taylor' and 'Lexington' started down the river for the purpose of engaging the batteries at Columbus; but after proceeding a few miles, we were met by such a dense fog, as to render any farther progress hazardous. We therefore rounded to, and returned to the point from whence we started.

“At six o'clock we all got under way; our two gunboats taking the lead, and convoying the steamers containing Generals Grant and McClernand and their aides, and some 3000 troops, two companies of cavalry, and some artillery. We proceeded down the river to the extreme end of Lucas Bend, and beyond the range (as I thought) of their guns on Iron Banks. After the troops had disembarked and were under marching orders (eight and a-half o'clock), our two boats proceeded to engage their batteries on Iron Banks, each expending several rounds of shell, and returned to the transports; their shot passing over us, though in some instances coming very closely to us. At this time, with their long-ranged rifle cannon, they sent a large number of shot half-a-mile above the transports. I requested the captains of the transports to move up and out of range of their cannon, which they did.

“At ten o'clock, the engagement having commenced at Belmont, we again engaged the Iron Banks batteries, expending still more shell; their shot flying around us, but doing no harm, while our shell seemed to go where they could be effective. We returned after an engagement of thirty minutes to the transports.

“At about noon, hearing of the battle of Belmont still going on, our two gunboats made a third* attack upon their batteries, this time going nearly a quarter of a mile nearer to them. We opened a brisk fire of shell, and seemingly with good effect. While in this engagement, one of their 24-pounders struck us on the starboard bulwarks, and, continuing obliquely through the spar deck, took off the head of Michael Adams and broke the arm and otherwise seriously injured James Wolfe, seaman, and slightly wounding a third. Acting Surgeon Kearney, who was cool and assiduous in the discharge of his duties, immediately dressed Wolfe's wounds, but considers him in a critical condition. We fired a few more shell, and returned; keeping up the fire while within reach of them.

“It is providential that we have escaped with so little damage. A fragment of one of their shells struck us in the stern, doing but trifling damage.

“When nearly all our troops had re-embarked, and were about ready to start, a sudden attack was made upon the transport vessels by a large force coming in from above. Our gunboats being in good position, we opened upon them a brisk fire of grape, canister and five-second shell, silencing the enemy with great slaughter.

“After the transports were safely under way we followed them, throwing a shell occasionally to repel the enemy's approach to the banks.

“When a few miles up the river, we met one of the transports ('Chancellor') with General McClernand on board, who stated that some of their men were left behind, and asked that we might return with our gunboats, and

* Here appears to be a mistake in the time, as the gunboats made one decided attack on the batteries in the morning and another in the afternoon, and the third was made still later, *at the landing*. They first made a reconnoissance only.

see if we could find them. We did so, the 'Lexington' accompanying us, and succeeded in saving nearly, if not quite all that were left behind ; together with about 40 prisoners, including some badly wounded.

" We then proceeded up to Island No. 1, where the 'Rob Roy' met us with instructions from General Grant to turn over all the troops and prisoners, and remain there until Colonel Cook, who was down on the Kentucky shore on a reconnoissance, should return. He returned at ten, and at eleven o'clock P.M. I weighed anchor and proceeded to Cairo, having sent the 'Lexington' on before me.

" It is but an act of justice to the officers and crew, to state they acted throughout all our engagements with perfect coolness, ability and courage ; the crew answering the call to quarters with an alacrity becoming earnest co-operators for the Government. I was astonished, with the apparently new materials we have, to see with what zeal and efficiency they all performed their parts. Commander Stembel, with the 'Lexington,' as consort, supported me in all the duties of the day with a most commendable energy and efficiency.

" Very respectfully,

" Your obedient Servant,

" H. WALKER,

" *Commander, U. S. N.*"

" To

" A. H. FOOTE,

" *Captain U. S. N., Commander Naval Forces.*"

This report was evidently suppressed somewhere at the time, and even now, after a lapse of fifteen years, no report of the gunboat operations in that battle is found in the reports of the Secretary of the Navy.

The services of those boats came to the notice of the country through newspaper correspondents only.

The Secretary says, however, in his report, that " there was with many, great incredulity as to the utility and practicability of gunboats in carrying on hostilities on the river, where, it was believed, batteries on the banks could prevent their passage."

We admire the Secretary's beautiful and plausible report ; but it is very evident that he had no particular friends on board those two gunboats, otherwise we would have had a glowing description of their performances, and valuable services, with the names of the friends at full length, and also, doubtless, a long commentary on the successful settlement of the question " as to the utility and practicability of gunboats in carrying on hostilities on the rivers, where, it was believed, batteries on the banks could prevent their passage."

The services of the gunboat " Taylor " were not, it appears, reported to the Navy Department at Washington, except when the flag-officer was himself on board ; and it may here be noted that

some of Walke's reports were recently found among the private papers of the flag-officer. But, with all the praise which has been expressed of the administration of the Navy Department in our history, we are very much surprised that it did not show that *esprit de corps*, patriotism, and justice, of which its patrons have boasted, in regard to the services of the gunboats at the battle of Belmont.

According to Christian principles, "Let every man please his neighbor, for his good, to edification." "A man that flattereth his neighbor, spreadeth a net for his feet. But he that rebuketh a man afterwards, shall find more favor than he that flattereth with his tongue." Rom. xv., 2 ; Prov. xxix., 5, and xxviii. ch.

THE LOSSES ON BOTH SIDES AT BELMONT.

At Belmont, General Grant lost four hundred and eighty-five men, killed, wounded and missing. One hundred and twenty-five of his wounded fell into the hands of the enemy, but he carried off one hundred and seventy-five prisoners and two guns, and captured and spiked four guns which could not be carried off.

About seven thousand men were engaged on the enemy's side, who sustained a loss of six hundred and forty-two men. By their own showing, the enemy had twice as many men as Grant, and lost one-third more.

If any re-enforcements were to be sent to Price, as reported, they were detained by this battle, and the movements of Oglesby were entirely protected. The enemy were also compelled to concentrate at Columbus, lest another and more serious attack should follow.

The "Taylor" and "Lexington" remained on picket duty below Cairo, at anchor off Fort Holt, for some time after the battle of Belmont, and made several reconnoissances down the river within the lines of the enemy, and also above Cairo, on the Mississippi and Ohio rivers.

It is necessary that these and similar facts should be given in detail, in order that justice be done to the merits of our naval service, which in our history is apt to suffer in comparison with the Army.

The particulars of the important service rendered by the gunboats at Belmont, scarcely find mention in the printed Army reports, and for obvious reasons.

The military historians passed the matter over, because they felt it would be treading on very delicate ground to admit that the army was so closely pressed by the enemy at Belmont, that the protection afforded by the gunboats was of vital importance to Grant's army.

4

CHAPTER IV.

BATTLE OF FORT HENRY.

The Plated Gunboats of 1862.—The "Carondelet."—Attack on Fort Henry.—The Torpedoes first discovered.—Plan of the attack.—The "Essex" disabled.—Flag-Officer Foote's Official Report to Secretary Welles.—The "Carondelet" ashore and the Flag-Officer greatly excited.—Confederate Account of the Engagement.—The Fort formally surrendered.—Interesting Statement of the Second Master of the "Essex."—After the Battle.

THE PLATED GUNBOATS OF 1862.

The organization of the Western gunboat flotilla at the commencement of 1862, at Cairo, Ill., was as follows :

Flag-Officer A. H. Foote, U. S. N., Commander-in-Chief, commanding the "Benton," flag steamer.

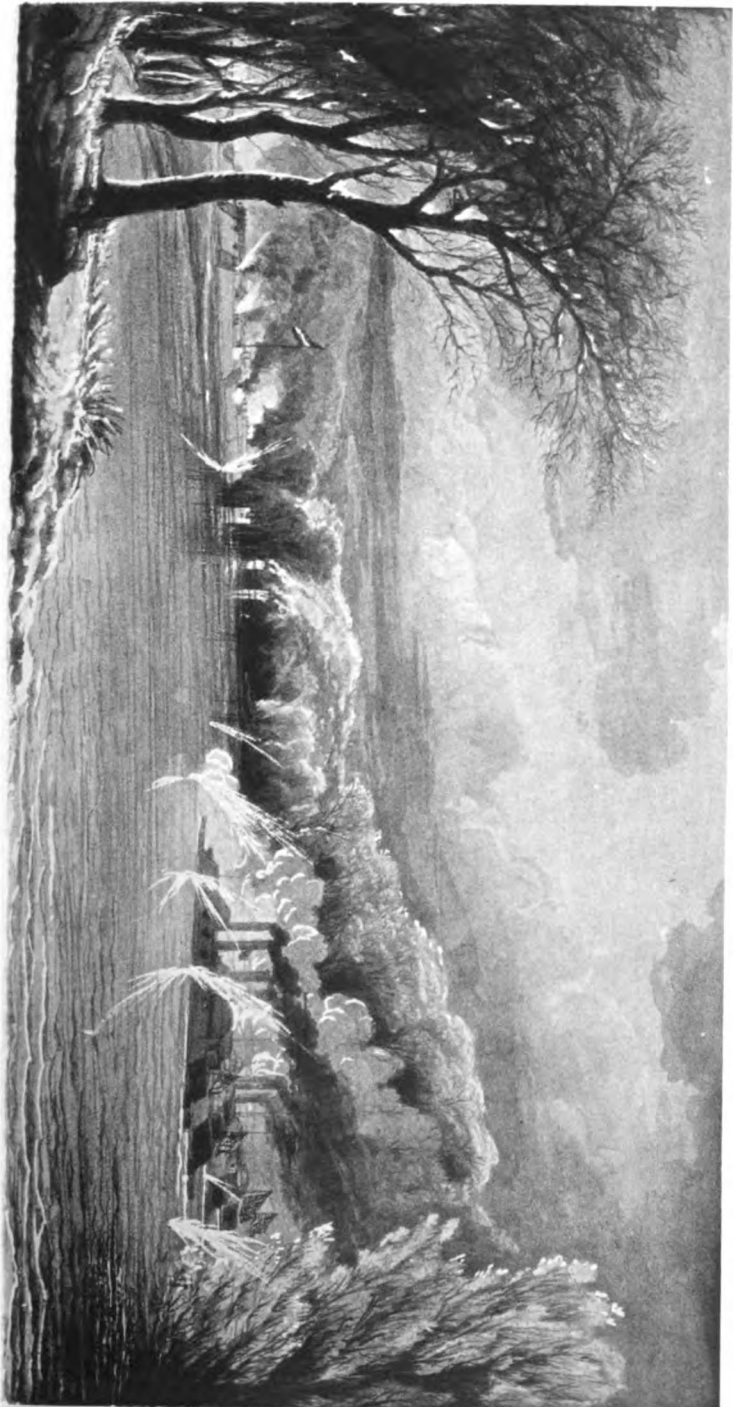
Flag-Officer's Staff :

Commandant at Cairo, Commander A. M. Pennock, U. S. N.
Ordnance do. Lieutenant J. P. Sanford, U. S. N.
Ordnance do. Lieutenant Byron Wilson, U. S. N.
Flag Lieut. do. James M. Pritchett, U. S. N.
Secretary and Acting Paymaster-in-Chief, S. Henriques.

Gunboat "Benton."

| | |
|--|---|
| Lieutenant Commanding, S. L. Phelps, U. S. N. | Pilots, Horace E. Bixby, Richard E. Birch, Daniel Duffy. |
| First Lieutenant and Executive Officer, Lieutenant Joshua Bishop, U. S. N. | Master's Mates, George P. Lord, Wm. K. Thompson. |
| 1st Master, John Scott. | Chief Engineer, W. D. Falkner. |
| 2nd do. John V. Johnston. | 1st Assnt. do. Samuel Bostwick. |
| 3rd do. Thomas M. Bates. | 2nd do. do. Job Starr. |
| 4th do. John G. Duff. | 3rd do. do. Charles Ridgely. |
| Surgeon, John Ludlow. | 4th do. do. Robert Long. |
| Paymaster, S. Henriques. | Carpenter, Joseph Frigauza. |
| | Gunner, John A. McDonald. |

Armorer, Oliver Bray.



BATTLE OF FORT HENRY.

Gunboat "Carondelet."

| | |
|------------------------------------|--------------------------------------|
| Commander, Henry Walke, U. S. N. | Master's Mates, Theodore L. Gilmore. |
| 1st Master, Richard N. Wade. | do. do. Edward E. Brennard. |
| 2nd do. John Dorety. | Chief Engineer, Wm. H. Faulkner. |
| 3rd do. Charles C. Gray. | 1st Ass't Engineer, Chas. H. Caven. |
| 4th do. H. A. Walke. | 2nd do. Samuel L. Brooks. |
| Pilots, Wm. Hinton, Daniel Weaver. | 3rd do. Augs. F. Crowell. |
| Surgeon, James S. McNeely. | Carpenter, O. Donaldson. |
| Paymaster, George J. W. Nexsen. | Gunner, Richard Adams. |
| | Armorer, H. H. Rhodes. |

Gunboat "Essex."

| | |
|---------------------------------------|--|
| Commander, Wm. D. Porter, U. S. N. | Master's Mates, Jas. B. Gray, Samuel B. Brittan. |
| 1st Master, Robert A. Riley. | Chief Engineer, Charles Blaisdell. |
| 2nd do. James Laning. | 1st Ass't Engineer, R. J. Stearne. |
| 3rd do. Theodore P. Ferry. | 2nd do. George D. Limon, |
| 4th do. George W. Walker. | 3rd do. J. Wetzel. |
| Assistant Surgeon, Thomas Rice. | Gunner, M. B. Snyder. |
| Acting Paymaster, J. H. Lewis. | Armorer, ——— Fletcher. |
| Pilots, J. McBride, Marshall H. Ford. | Carpenter, Thomas Steel. |

Gunboat "Louisville."

| | |
|--|--|
| Commander, Benj. M. Dove, U. S. N. | Pilots, Samuel McBride, Samuel Williamson. |
| 1st Master, Robert Getty. | Chief Engineer, James P. Fulton. |
| 2nd do. R. A. Bausman. | 1st Ass't Engineer, A. W. Handy. |
| 3rd do. Thomas M. Parker. | 2nd do. John C. Parkinson. |
| 4th do. Samuel C. Harrison. | 3rd do. Deodatus Chapcl. |
| Paymaster, L. Jargensen. | Carpenter, ——— Boggs. |
| Surgeon, A. L. Vail. | Gunner, James G. Austin. |
| Master's Mates, Robert Sherman, Charles L. Felton. | Armorer, Charles Degleman. |

Gunboat "Mound City."

| | |
|---|---------------------------------------|
| Commander, A. H. Kilty, U. S. N. | Pilots, Wm. R. Hose, James O. Canida. |
| 1st Master, W. A. Stewart. | Carpenter, George Stoops. |
| 2nd do. C. Dominags. | Gunner, Thomas McElroy. |
| 3rd do. Alexander Kinney. | Chief Engineer, John Cox. |
| 4th do. W. H. Harte. | 1st Ass't Engineer, David B. Clemens. |
| Surgeon, George E. Jones. | 2nd do. John C. McAfee. |
| Paymaster, John M. Gunn. | 3rd do. G. W. Hollingsworth. |
| Master's Mates, W. R. Brown, James A. Scoville. | Armorer, L. Stevenson. |

Gunboat "Cincinnati."

| | |
|------------------------------------|---------------------------------|
| Commander, R. N. Stembel, U. S. N. | 3rd Master, Charles G. Perkins. |
| 1st Master, Vacant. | 4th do. John Pearce. |
| 2nd do. ——— Pratt. | Surgeon, Jacob Kinsey. |

| | |
|---|-------------------------------------|
| Paymaster, Baron Proctor. | Carpenter, Thomas B. Gregory. |
| Pilots, Isaac D. Gaugh, H. Attenborough. | Chief Engineer, W. McGarland. |
| Master's Mates, James McB. Stemble, Philip Shell. | 1st Ass't Engineer, Samuel Lovejoy. |
| Gunner, ——— Morton. | 2nd do. J. Armstrong. |
| | 3rd do. W. J. Sherman. |
| | Armorer, Benjamin Marshall. |

Gunboat "Cairo."

| | |
|--|--|
| Lieut. Commanding, Nathaniel C. Bryant, U. S. N. | Pilots, Oscar B. Jolly, Thos. E. Young. |
| 1st Master, H. N. Hazlitt. | Master's Mates, Daniel E. Bond, Francis G. Jobson. |
| 2nd do. W. C. Morse. | Gunner, Charles Church. |
| 3rd do. John Swaney. | Chief Engineer, J. W. Hartupee. |
| 4th do. Thomas Burns. | 1st Ass't Engineer, J. Manning. |
| Paymaster, W. R. Winslow. | 2nd do. J. Wilken. |
| Surgeon, J. H. Buckner. | 3rd do. Geo. Akin. |
| | Armorer, Charles Rollins. |

Gunboat "Pittsburg."

| | |
|--|---|
| Lieut. Commanding, Egbert Thompson, U. S. N. | Master's Mates, J. F. Nichols, Chas. H. Matthews. |
| 1st Master, C. Bently. | Chief Engineer, J. McDonald. |
| 2nd do. Andrew Wilson. | 1st Ass't Engineer, Geo. H. Atkinson. |
| 3rd do. W. Snyder. | 2nd do. George Sandford. |
| 4th do. E. P. Morgan. | 3rd do. Charles W. Blessing. |
| Paymaster, Cephas G. Gunn. | Carpenter, George W. Rodgers. |
| Pilots, David E. Wade, Chas. S. Tennyson. | Armorer, Thomas Smith. |

Gunboat "St. Louis."

| | |
|---|---|
| Lieut. Commanding, Leonard Paulding, U. S. N. | Pilots, Frank Riley, Robert G. Baldwin. |
| 1st Master, Samuel Black. | Gunner, ——— Hall. |
| 2nd do. James Y. Clemson. | Chief Engineer, M. Carswell. |
| 3rd do. Chas. L. Kendrick. | 1st Ass't Engineer, F. F. Ackerman. |
| 4th do. Alexander Fraser. | 2nd do. James L. Smith. |
| Acting Paymaster, Llewellyn Curry. | 3rd do. John Wilcoxsen. |
| Surgeon, ——— McDill. | Carpenter, Robert H. Madill. |
| Master's Mate, James F. Paulding. | |

Gunboat "Conestoga."

| | |
|-------------------------------------|---|
| Lieut. Commanding, Phelps, U. S. N. | 1st Ass't Engineer, Alexander McGee. |
| 1st Master, John A. Duble. | 3rd do. Michael Norton. |
| 2nd do. Charles P. Noble. | Master's Mates, James Kearney, Richard H. Cutter. |
| 3rd do. Benjamin Sebastian. | Gunner, Henry Hamilton. |
| Ass't Surgeon, William H. Wilson. | Carpenter, Andrew Woodlock. |
| Acting Paymaster, Alfred Phelps. | Armorer, James O'Neil. |
| Chief Engineer, Thomas Cook. | |

Gunboat "Lexington."

| | |
|--|--------------------------------------|
| Lieut. Commanding, J. W. Shirk, U. S. N. | Chief Engineer, Joseph Huber. |
| 1st Master, Jacob S. Hurd. | 1st Ass't Engineer, Wm. H. Meredith. |
| 2nd do. Martin Dunn. | 2nd do. Wm. H. Bishop. |
| 3rd do. James Fitzpatrick. | Acting Paymaster, A. J. Taylor. |
| 4th do. Sylvester Poole. | Ass't Surgeon, G. W. Garver. |
| Pilots, Joseph ———, Wm. Ford. | Armorer, Reuben Strong. |
| | Carpenter, Richard Carroll. |

Gunboat "Taylor."

| | |
|---------------------------------------|---|
| Lieut. Commanding, W. Givin, U. S. N. | 1st Ass't Eng'r, D. Edward Weaver. |
| 1st Master, Edward Shaw. | 2nd do. Edward W. Goble. |
| 2nd do. Jason Goudy. | Armorer, Elihu Stevens. |
| 3rd do. James Martin. | Ass't Surgeon, T. H. Kearney. |
| Acting Paymaster, W. B. Colesman. | Carpenter, Thomas Russell. |
| Pilots, John Sebastian, David Hiner. | Gunner, Herman Peters, U. S. N. |
| Chief Engineer, Samuel Goble. | Master's Mates, Ferdinand T. Coleman, Edward D. Brainard. |

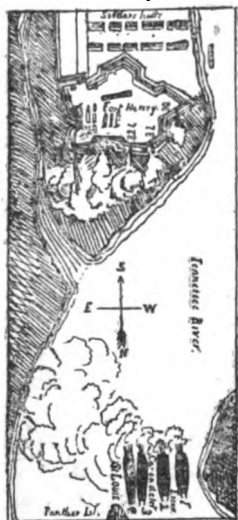
The last three boats were not of the same model or character as the others, being simply steamboats, rebuilt with perpendicular bulwarks and pierced for guns. They proved, however, invaluable on the Mississippi, as they had already been found to be most serviceable on smaller rivers, such as the Tennessee and the Cumberland, where, on account of shoals, the heavier boats could not at all times navigate. At high water probably any of the gunboats, except the Benton, might have ascended the Cumberland to Nashville—the point, which of all others, it was important that the army of the West should take and occupy as speedily as possible. When the Carondelet was given to Captain Walke, she was considered the least desirable one of the plated boats; but Walke had, however, in this instance, good reason to be thankful and satisfied, as the vessel proved a most successful craft, though not as fast a boat as the other gunboats of her class. She was in more battles and encounters with the enemy (about fourteen or fifteen times); and under fire, it is believed, longer and oftener than any other vessel in the Navy. This gunboat was built at Carondelet, Missouri, in the year 1861, by James B. Eads, under the supervision first of Commander John Rodgers, U. S. Navy, and afterwards Captain Foote. She was 150 feet long, and drew seven feet of water. The sides and casemate were built to the water line at an angle of about 45° with the level of the gun-decks, which was about a foot above water, and covered with the casemate to the curve of the bow and stern, enclosing the wheel, with all her machinery;

three ports in the bow, four on each broadside, and two in the stern. Her armament consisted of three guns in the bow, or first division, two old 42-pounder rifled guns, which threw a shell of over 84 pounds weight, and one 64-pounder of the oldest pattern. Her broadside batteries consisted of two 42-pounders (rifled), two 64-pounders, and four light 32-pounders; and her stern battery was two light 32-pounders. The pilot-house was built on the upper deck, casemated and partially plated. Of these thirteen guns of heavy calibre, four, at least, were nearly equal to the 100-pounder rifled gun, and threw their shell a great distance with extraordinary precision; but unfortunately they were weak in the "reinforce," and exploded too easily to be reliable.

These particulars are given somewhat minutely to refute some of the published misrepresentations concerning the "Carondelet's" speed and strength.

BATTLE OF FORT HENRY.

Fort Henry is situated on the Eastern bank of the Tennessee river, a short distance south of the State line dividing Kentucky from Tennessee. It commands that part of the river, and was mounted with twenty guns, mostly 32-pounders, one or two of them rifled, and a 10-inch Columbiad.



BATTLE OF FORT HENRY.

During the winter of 1862 an expedition was planned by Generals Grant and McClelland, and Flag-Officer Foote, with a view of a combined attack being made on this fort. Two days before the battle of Fort Henry the weather was wet and lowering, and the river rose suddenly to an unusual height. The swift current brought down great quantities of driftwood, fences and lumber, with large trees; and it became a most difficult task for the fleet to disentangle itself. Great masses of driftwood lodged around the "Carondelet's" bows, dragging her down the river

over half a mile with both anchors down, and it was only by keeping full steam power working against the swift current all night, that the crew were able to "clear the wreck."

This apparently adverse circumstance resulted most providentially, and quite beyond all anticipations, in our favor. The enemy's torpedoes were thereby taken from their moorings, and afterwards, while our vessels were preparing for the attack, they came in sight, and we found that some of them were of great size and perfect construction. They floated down the river in great numbers.

THE TORPEDOES WERE FIRST DISCOVERED

by the "look-out" of the "Carondelet," then anchored in advance of our fleet. The captain reported the fact to Flag-Officer Foote when he visited the "Carondelet" on a tour of inspection, the day before the battle; but as this was the first appearance of these destructive implements of war, the flag-officer did not fully apprehend the danger to which his flotilla was exposed, until he returned to his own vessel, when it was reported to him that more torpedoes were observed floating down to her. He then ordered the gunboats "Taylor," "Lexington" and "Conestoga" to intercept them with their small boats and drag them on shore. A whole day was spent in this dangerous work, and a large number of the torpedoes were secured, fortunately without injury to those engaged. On the following day, during the battle, one of the torpedoes passed between the "Carondelet" and the "St. Louis."

PLAN OF ATTACKING THE FORT.

It was the design of the commanding officers, General Grant and Flag-Officer Foote, that the fort should be attacked simultaneously by the naval and land forces on the 24th of February. The naval force, consisting of the so-called iron-clads "Essex," "Cincinnati," "Carondelet" and "St. Louis," with the wooden gunboats "Taylor," "Lexington" and "Conestoga" in reserve, accordingly proceeded to attack the enemy from the river while the land forces under General Grant marched around to attack it in the rear.

The gunboats commenced the attack, closing up to the fort steadily for an hour and a half against a most gallant and desperate resistance, when at the end of that time the Confederate flag came down and a white flag was raised in its stead. The crew of our fleet, giving three times three enthusiastic cheers, landed, and the "stars and stripes" waved triumphantly over Fort Henry.

THE "ESSEX" DISABLED.

The boiler of the "Essex" was exploded by a shot from the enemy in the midst of the battle, which disabled her completely, and she immediately dropped out of battle, with the majority of her officers and crew terribly scalded.

Our troops were so much delayed by the bad condition of the roads, that they were unable to co-operate with the flotilla, and did not reach the fort until a few hours after its surrender.

Full credit was given by the flag-officer to all the gunboats engaged in this action, as will appear by the following official report.

FLAG-OFFICER FOOTE TO SECRETARY WELLES.

"U. S. FLAG STEAMER 'CINCINNATI,'

"OFF FORT HENRY, TENNESSEE RIVER,

"February 6th, 1862.

"SIR :

"The gunboats under my command—the 'Essex,' Commander Porter; 'Carondelet,' Commander Walke; 'Cincinnati,' Commander Stemple; 'St. Louis,' Lieut. Commander Paulding; 'Conestoga,' Lieut. Commander Phelps; 'Taylor,' Lieut. Commander Givin; and the 'Lexington,' Lieut. Commanding Shirk,—after a severe and rapid fire of one hour and a quarter, have captured Fort Henry, and taken General Lloyd Tilghman, and staff, with sixty men, as prisoners. The surrender to the gunboats was unconditional, as we kept an open fire upon the enemy until the flag was struck.

"In half an hour after the surrender, I handed the fort and prisoners over to General Grant, commanding the army, on his arrival at the fort in force.

"The 'Essex' had a shot in her boilers after fighting most effectively for two-thirds of the action, and was obliged to drop down the river. I heard that several of the men were scalded to death, including the two pilots. She, with the other gunboats, officers, and men, fought with the greatest gallantry.

"The 'Cincinnati' received thirty-one shots, and had one man killed and eight wounded, two seriously.

"The fort, with twenty guns and seventeen mortars, was defended by General Tilghman with the most determined gallantry.

"Very Respectfully,

"Your Ob't Servant,

"Hon. GIDEON WELLES,

"Secretary of the Navy."

"A. H. FOOTE.

THE "CARONDELET" ASHORE AND THE FLAG-OFFICER GREATLY EXCITED.

In approaching to take possession of Fort Henry, the "St. Louis" ran ahead, and with frantic cheers some of her crew landed at the

fort, contrary to the express orders of the flag-officer. The "Cincinnati" and "Carondelet" steamed up and flanked the batteries; the latter, being nearest to the fort, ran aground in that position, just as the order was given for their engines to be stopped, and the "Cincinnati" began to drift down the river. At first sight the "Carondelet" appeared to be steaming ahead of the flag-officer, and Foote immediately hailed her commander, with a few sharp technicalities to keep in his station; but the "Carondelet" was immovable: sticking fast to the flats, she stubbornly remained in her position ahead of the other boats, notwithstanding all that her commander could say or the engines do to back her off. Here was a scene! The flag-officer in the midst of the excitement came forward in haste, trumpet in hand, and called out again and again to stop the "Carondelet" (unaware of the fact that his own vessel was all the time drifting down the river) until at last he gave up the undertaking in favor of a junior officer, whose lungs (poor fellow) proved quite inadequate to the task of moving the "Carondelet;" which with the cheers, orders, groans and general confusion; all the captain's efforts to explain his queer situation were confounded. At length the pantomime transformed itself into a comedy; but a satisfactory explanation was finally afforded by the action of the gunboat, sliding off the bank into deep water.

A CONFEDERATE ACCOUNT OF THE ENGAGEMENT.

The capture of Fort Henry is described as follows by Pollard, the Confederate historian:

"A few moments before the surrender, the scene in and around the fort exhibited a spectacle of fierce grandeur. Many of the cabins and tents in and around the fort were in flames. Added to the scene, were the smoke from the burning timber, and the curling of the dense wreaths of smoke from the guns; the constantly recurring spattering and whizzing of fragments of crashing and bursting shell, the deafening roar of artillery, the black sides of five or six gunboats belching fire at every porthole . . . the army of General Grant (10,000) deploying around our small army attempting to cut off its retreat. . . . The gallant Tilghman, exhausted and begrimed with powder and smoke, stood erect at the middle battery, and pointed gun after gun, and remarked: 'It is vain to fight longer; our gunners are disabled; our guns dismounted; we can't hold out five minutes longer;' and finally ordered the white flag to be raised."

THE "CARONDELET'S" SHARE IN THE BATTLE.

In this engagement the "Carondelet" was struck by shot and shell in thirty places, as near as could be ascertained by the carpenter. Eight of the missiles struck within a few inches of the port leading to the boilers, but none inflicted any serious damage to the vessel. No one on board the "Carondelet" was killed or wounded.

Our fleet was within eight hundred yards of the fort when the Confederate flag was lowered. The paymaster and chief engineer of the "Carondelet" were informed by a gunner of the fort, that a shell from the gunboat struck the muzzle of one their guns, and disabled it for the remainder of the battle. She fired during the battle one hundred and one 64-pounder and 84-pounder rifle shell, and one solid shot.

THE FORT FINALLY SURRENDERED.

General Tilghman, with two or three of his staff, came off in a small boat to the "Cincinnati," and formally surrendered Fort Henry to Admiral Foote, who sent for Captain Walke, introduced him to General Tilghman, and gave him orders to take command of the fort, until the arrival of General Grant, who soon after relieved him of his charge. Some of the cabins in the rear of the fort were still on fire, and the flames were put out by our men. Several of the "Essex" 9-inch shells were found in the rear of the cabins unexploded. The first glance over the fort silenced all jubilant expressions of the victorious. On every side lay the lifeless bodies of the victims, in reckless confusion, intermingled with shattered implements of war. Our eyes then met each other's gaze with a sadness, full of meaning, that forbade any attempt to speak, and, in the quietness like to that of a graveyard, we walked slowly over the desolate scene.

The largest gun of the fort was disabled, being filled with earth by one of our shells striking the parapet near its muzzle; the muzzle of another was broken by our shell; a third, with broken carriage and two dead men, was almost buried under the heaps of earth; a fourth burst, scattering the mangled gunners into the water and in all directions, scarcely one of them escaping. The surgeon of the fort labored with the few he could get to help him, to save the bleeding and dying. The scene was

one which robbed us of all feelings of exultation. Some of our shell had pierced entirely through the breastwork ; throwing tons of earth over the prostrated gunners, and then plunging ten feet into the earth beyond, or through the cabins in the rear : afterwards setting fire to them by their explosions. After the wounded were cared for, and the excitement had subsided, our men proceeded instinctively and quietly to draw the dead bodies of the victims from the water and the earth, and then buried them as well as they could.

The particulars of this battle were so distinct and well-known by numerous spectators, official and newspaper correspondence, that no one suspected that there was any room or disposition to make a perverse or partial statement of them. But in this we are mistaken ; and to correct the misunderstanding which appears to have been produced by official reports as to the number of our gunboats actually engaged, we, for the satisfaction of those interested in these particulars, and our future history, represent them in their real position upon that occasion.

The "Conestoga," "Taylor," and "Lexington," so-called "wooden gunboats," or "the old gunboats," were *present*, but were not *engaged* in the battle, but were certainly three-quarters of a mile astern of the iron-plated gunboats, where they could not see Fort Henry for the smoke. Yet in an official list of officers attached to the different gunboats engaged in the battle, the wooden gunboats were not only represented therein, as having rendered good service in the action, but they have precedence on that list ; and as though that was insufficient, the "Conestoga," which is the smallest wooden gunboat, with a small gun on each side, has the honor of being placed second to the flag steamer, in precedence of the iron-clads which fought and won the battle ; the "St. Louis" and "Carondelet" being at the foot of the list. This apparent partiality may also be seen in the picture of this battle in our History of the Navy, where this smallest gunboat is magnified into the shape and proportions of the iron-clads, firing into or over the stern of the "Essex." This is the first instance within our notice of this queer and ingenious mode of reconstructing the order of battle by placing these gunboats in the line, instead of in the rear of battle.

INTERESTING LETTER FROM THE SECOND MASTER OF THE "ESSEX."

The following is taken from the statement of James Laning,

second master of the gunboat "Essex," relative to the events of the engagement :

"On February 1st, 1862, the iron-clad gunboat 'Essex,' whilst lying off Fort Holt, received orders from Flag-Officer A. H. Foote, commanding the Western flotilla, to proceed up the Tennessee river, and anchor some five miles below Fort Henry, which was blockading the river at that point. The iron-clads 'Carondelet,' Commander Henry Walke; the 'Cincinnati,' Commander Stemple, and the 'St. Louis,' Lieutenant Commanding Leonard Paulding, were completed and put into commission a few days previous, making, with the 'Essex,' four iron-clads, besides the wooden gunboats 'Taylor,' 'Lexington' and 'Conestoga,' now ready for defensive operations.

"On the 5th of February, after reconnoitering up the Tennessee to Fort Henry, we fired a few shots at the fort and returned towards our anchorage. The enemy made no reply, and apparently took no notice of our shots, until we were well on our way back. When about two, or two and a half miles distant, the fort fired a rifle shot which passed over our boat to the right and cut down a number of saplings on shore. In a few moments another shot, fired with more precision, passed over the spar-deck amongst the officers; through the officers' quarters, visiting in its flight the steerage, commander's pantry and cabin; passing through the stern; doing, however, no damage except breaking some of the captain's dishes, and cutting the feet from a pair of his socks, which happened to be hanging over the back of a chair in his cabin. These shots reaching us at so great a distance, rather astonished us, as the enemy intended they should.

"After this reconnoissance it was decided to remove the torpedoes from the island chute, and instead of going up the main channel, to steam up the chute, and forming line of battle under cover of the timber on the island, advance towards the fort and open fire as we reached the head of the island at the distance of a mile to a mile and a half and continue advancing. The wooden gunboats 'Taylor' and 'Lexington' were therefore ordered to remove the torpedoes, which they did without difficulty. The army, which was encamped on both sides of the river, were to move at daylight on the morning of the 6th, so as to make a land attack, and prevent the escape of the garrison, whilst the gunboats were to attack as before mentioned.

"On the afternoon of the 5th, Flag-Officer Foote came on board the 'Essex,' and our crew were called to quarters for drill and

inspection. After putting them through the evolutions he addressed the crew, and admonished them to be brave and courageous, and above all to place their trust in Divine Providence." The writer, who was in command of the battery, was especially charged with the importance of wasting no shots. "'Remember,' said he, 'that your greatest efforts should be to disable the enemy's guns, and be sure you do not throw any ammunition away. Every charge you fire from one of those guns cost the government about eight dollars. If your shots fall short you encourage the enemy. If they reach home you demoralize him, and get the worth of your money.' After commending all to the care of Divine Providence he left us, and repaired on board the 'Cincinnati,' which was his flag ship at that time.

"During the night of the 5th, or morning of the 6th, a heavy rain fell, which very much retarded the movements of the army, and made the roads so heavy that they did not succeed in reaching the scene of action until after the fort had surrendered. The naval forces, after waiting until 11 o'clock, A. M., got under way and steamed up the river. Arriving at the island chute, the line of battle was formed, the 'Essex' on the extreme right, the 'Cincinnati,' with Flag-Officer Foote on board, on our left, the 'Carondelet' on her left, and the 'St. Louis' on the extreme left—the wooden boats taking position in our rear under cover of the island, and firing over us at long range.

"As we could only use the bow batteries on each boat, we could only bring, on the four iron-clads, eleven guns to bear. The fort, although mounting seventeen guns, could only bring eleven of them to bear on the island chute, so it was a fair and square fight, and the problem was about to be solved whether iron-clad gunboats could compete with mud fortifications. Under the old system of warfare, I believe, it was conceded that one gun on land was about equal to three on water.

"Upon arriving at the head of the island, the flag ship 'Cincinnati' opened fire, which was the signal to commence the general engagement. The writer had, however, received orders from Captain Porter not to fire until he had particularly noted the effect of the 'Cincinnati' shots, so as to profit by their mistakes, if they made any, in elevation. The first three shots from the flag ship fell short, so there was twenty-four dollars' worth of ammunition expended. A lesson, however, had been learned on board the 'Essex,' and orders were at once given to increase elevation. At that moment the captain's aid appeared on the

gun-deck with orders to fire high, and blaze away ; and before I could repeat the order, the No. 2 port bow gun belched forth her fiery flame, and sent a 9-inch shell plump into the breastworks, which, exploding handsomely, caused a considerable scattering of earth, and called forth a cheer from the fleet, whilst it produced great consternation in the fort. The 'Essex' had therefore won the honor of putting the first shot into the enemy's breastworks.

"And here I must record the fact, in justice to the memory of a brave man, who lost his life in that engagement, that the honor of that shot belonged to Jack Matthews, captain of the No. 2 gun. Jack was an "old tar," who had seen much service on men-of-war in both the English and American navies, and was always restive under the command of a volunteer officer. Jack, ever on the alert to put in the first licks, and feeling, no doubt, jealous and insubordinate, had increased the elevation of his gun, and just as I was in the act of repeating the captain's order, pulled his lock string, and blazed away.

"The fort seemed a blaze of fire, whilst the boom of the cannon's roar was almost deafening. The wind was blowing across our bows, carrying the smoke away so rapidly as to prevent any obstruction to the view. Our fleet kept slowly approaching the fort, and gradually shortening the distance. Our shells, which were fused at fifteen seconds, were reduced to ten, and then to five seconds. The elevation of the guns was depressed from seven degrees to six, five, and four, and then three degrees, and every shot went straight home, none from the 'Essex' falling short.

"Twenty or thirty minutes after the action had began, some one of the officers ventured to call the attention of Captain Porter to the fact that the officers on the other vessels were leaving the spar-decks and going below. 'Oh, yes,' says Porter, 'I see ; we will go too, directly.' Just then a shot struck the pilot-house, making the splinters fly terribly, as no plating had as yet been put on the pilot-house. At this the order was given for all to go below, and soon all joined us on the gun-deck. Captain Porter, on coming below, addressed the officers and crew, and complimented the first division for their splendid execution, asking us if we did not want to rest, and give three cheers, and they were given with a will.

"By orders I turned over the command of the battery to the third master, and ordered the first division to give way to the second.

Captain Porter then ordered the first division to the stern battery. This was a precautionary measure the importance of which could scarcely be estimated at that time, but became dreadfully apparent a few moments after. A few of my men, however, reluctant to quit the scene of action, lingered by their guns on the forward gun-deck ; amongst the number was Jack Matthews. In the twinkling of an eye the scene was changed from a blaze of glory to a carnival of death and destruction. A shot from the enemy pierced the casemate just above the port-hole on the port side, then through the middle boiler, killing Acting Master's Mate S. B. Brittan, Jr., in its flight, and opening a chasm for the escape of the scalding steam and water. The scene which followed was almost indescribable. The writer, who had gone aft in obedience to orders only a few moments before (thus providentially saved) was met by Fourth Master Walker, followed by a crowd of men rushing aft. Walker called to me to go back ; that a shot from the enemy had carried away the steam pipe. I at once ran to the stern of the vessel, and looking out of the stern port, saw a number of our brave fellows struggling in the water. The steam and hot water in the forward gun-deck had driven all who were able to get out of the ports overboard, except a few who were fortunate enough to cling to the casemate outside. On seeing the men in the water, I ordered Mr. Walker to man the boats and pick them up ; Captain Porter, who was badly scalded, being assisted through the port from outside the casemate by the surgeon, Dr. Thomas Rice, and one of the men.

“When the explosion took place Captain Porter was standing directly in front of the boilers, with his aid, Mr. Brittan, at his side. He at once rushed for the port-hole on the starboard side, and threw himself out, expecting to go into the river. A seaman (John Walker) seeing his danger, caught him around the waist, and supporting him with one hand, clung to the vessel with the other, until, with the assistance of another seaman, who came to the rescue, they succeeded in getting the captain on to a narrow guard or projection, which ran around the vessel, and thus enabled him to make his way outside, to the after port, where I met him. Upon speaking to him, he told me that he was badly hurt ; and that I must hunt for Mr. Riley, and if he was disabled I must take command of the vessel, and man the battery again. Mr. Riley was unharmed, and already in the discharge of his duties as Captain Porter's successor. He had been saved by a sailor (John W. Eagle) from going overboard in much the same

manner that Captain Porter had been. This man Eagle was captain of the No. 1 gun, and like Jack Matthews, would not leave his gun, and although badly wounded, with his right hand in a sling, he begged me, with tears in his eyes, not to remove him, but to let him fight his gun. I reported the case to Captain Porter, who decided to let him remain; and this brave fellow fought his gun most admirably through the action, and then 'capped the climax' of his bravery and heroism by grasping the casemate with his wounded hand, and clasping Executive Officer Riley with the other one as he was falling overboard, sustaining him until both regained a footing on the projection before mentioned.

"In a very few minutes after the explosion our gallant ship (which had, in the language of Flag-Officer Foote, fought most effectually through two-thirds of the engagement), was drifting slowly away from the field of glory; her commander badly wounded, a number of her officers and crew dead at their post, whilst many others were writhing in their last agony. As soon as the scalding steam would admit, the forward gun-deck was explored. The pilots, who were both in the pilot-house, were scalded to death. Marshall Ford, who was steering when the explosion took place, was found at his post at the wheel, standing erect, his left hand holding the spoke, and his right hand grasping the signal bell-rope. Pilot James McBride had fallen through the open hatchway to the deck below; he was still living, but died soon after. The captain's aid, Mr. S. B. Brittan, Jr., had fallen by the shot as it passed through the gun-deck before entering the boiler. A seaman named James Coffey, who was shot-man to the No. 2 gun, was on his knees in the act of taking a shell from the box to be passed to the loader. The escaping steam and hot water had struck him square in the face, and he met death in that position. Jack Matthews had gone overboard badly scalded. He was picked up by the boats. Third Master Theo. P. Terry was severely scalded, and died in a few days. He was a brave officer.

"Our loss in killed, wounded and missing amounted to 32. Of these 3 were killed instantly, 4 died that night, several were drowned (the number not definitely known), and about one-half the wounded recovered.

"The flag-officer continued approaching nearer and nearer to the fort, pouring shot and shell from the boats at still shorter range, . . . until they showed the white flag to surrender

When I told Captain Porter that we were victorious, he immediately rallied, and raising himself on his elbow, called for three cheers, and gave two himself, falling exhausted on the mattress in his effort to make the third. A seaman named Jasper P. Breas, who was badly scalded, sprang to his feet, naked to the waist, his jacket and skirt having been removed to dress his wounds, exclaiming: 'Surrendered! I must see that with my own eyes before I die.' Before any one could interfere, he clambered up two short flights of stairs to the spar-deck, where he was gladdened with the sight of his own flag proudly and victoriously floating in the breeze. He shouted, 'Glory to God!' and sank exhausted on the deck. Poor Jasper died that night, that his country might live.

"The 'Essex' fired seventy-two shots from two 9-inch guns during the battle. In obedience to battle orders, I had instructed the powder boys to keep count of the number of charges served to each gun. Job Phillips, a boy fourteen years old, was powder boy of No. 1 gun. After the action, I asked Job how many shots his gun had fired. He referred me to a memorandum on the whitewashed casemate; where with a rusty nail he had carefully and accurately marked every shot his gun had fired; and his account was corroborated by the gunner in the magazine. This may be considered as a striking example of coolness and bravery in a boy of fourteen, who had never before been under fire."

OTHER ACCOUNTS.

The correspondent who was on board the "Cincinnati" and other gunboats, gave the following incidents of this battle:

"The first shell was fired at half-past twelve o'clock, Feb. 6th, 1862. The gunboats approached the fort four abreast, in the following order. The 'Essex' on the right, then the 'Cincinnati,' 'Carondelet,' and 'St. Louis.' The fire was opened at one mile distant from the fort, and continued while the boats steadily advanced, until the fort surrendered, when they were but 450 yards from the fort."

This correspondent also says that "the rebel fire was directed principally at the flag ship, the 'Cincinnati.'" Another correspondent, says, "The enemy's fire was principally directed to the 'Essex,' &c."

THE "CINCINNATI"

received thirty-one shots, chiefly damaging her where she was not

iron-plated. Her chimneys, pilot-house, after-cabin, and boats were completely riddled. Two of her guns were disabled. One was struck by a 68-pounder on the muzzle. A 32-pounder shot struck on her side, and dented the iron. The only fatal shot from the fort passed through just at the larboard front, killing one man instantly, carrying his head away, and wounding several others.

The killed and wounded on board the "Cincinnati" were as follows: Killed, Patrick Casady, head shot away. Wounded, William Fokeman, badly. Oscar H. Pratt, second master, leg badly shattered by a spent ball. Martin Hussey, Geo. Massey, Wm. Curtis, Michael Dalton, and Wm. Avila, slightly wounded.

Killed, wounded, and missing on board the gunboat "Essex": Killed, M. P. Ford, Jas. McBride, pilots, scalded to death. S. B. Brittan, master's mate, head shot away. David Wilson, captain of a gun, James Coffey, and Joshua T. Brice, seamen. Officers wounded, Commodore Porter, and Theodore F. Torey, third master. Seamen wounded, John Matthews, N. McCarty, Peter White, Geo. Nichols, and Samuel Boyer, all badly scalded. John Rodgers, Frances Wilson, Henry H. Agen, B. H. Harrington, Wm. O'Brien, Thomas Mullen, W. H. Maxey, F. Sullivan, John O'Hara, John Castillo, J. J. Phillips, B. Loudon, and B. Soulin, all slightly scalded. Missing, A. D. Waterman, John Lany, Henry Gramper, Henry Reynolds, and James Bedard, all seamen. Some of the seamen jumped overboard. S. B. Brittan, Jr. (son of Dr. Brittan, of New York), master's mate on the "Essex," was standing so near, and between the captain and paymaster, when the top of his head was shot off, scattering the brains over their clothes.

Commodore Foote remained in the pilot-house of the "Cincinnati" during the whole of the action. The "St. Louis" was struck by seven shots. She fired one hundred and six rounds, and came out of the fight unhurt, and losing no lives. The "Carondelet" also escaped unhurt. The rebels first thought the "Essex" was the flag-ship, and fired at her until she was disabled, then fired more constantly at the "Cincinnati." One of the prisoners had the specifications of the construction of the gunboats, and they knew where to strike them in the most vital parts. The rebel loss was stated by prisoners taken at six killed, and nine or ten wounded. They struck their flag at 1.40 P. M.

OUR GUNBOATS

did splendid fighting. We can make no distinction. The "Cincinnati," however, was in the lead, and flying the flag officer's pendant, the chief mark. In surrendering to our flag-officer, the rebel general remarked: "I am glad to surrender to so gallant an officer." Foote replied, "You do perfectly right, sir, in surrendering, but you should have blown my gunboats out of water before I would have surrendered to you."

These extracts from the most reliable correspondence from the scene of action, and the interesting letters written on board the gunboats, are of course partial, more or less, according to the nature or circumstances of the writers; but if suppressed, much of the accurate, minute, and important detail would be lost.

Immediately after the surrender of Fort Henry, Admiral Foote returned to Cairo, with the "Cincinnati," "Essex" and "St. Louis," leaving Captain Walke in command afloat at Fort Henry, with the "Carondelet," the "Taylor," "Lexington" and "Conestoga," the last three being up the river in pursuit of the enemy's boats, which escaped from the fort when it surrendered.

The *position* of the commander of the "Carondelet" during this battle was near the center of her forward fighting battery, directing and encouraging her officers and crew to fight courageously.

OFFICIAL THANKS TO THE ARMY AND NAVY.

The State of Ohio deemed this battle sufficiently important to merit a vote of thanks, as appears from the following:

"Relative to a vote of thanks to General Grant, Flag-Officer Foote and others, for their courage and gallantry exhibited in the bombardment of Fort Henry. Resolved by the General Assembly of the State of Ohio, That the thanks of the people of Ohio be, and through their representatives are, hereby tendered to General Grant and Flag-Officer Foote, and the brave men under their command, for the courage, gallantry and enterprise exhibited in the bombardment and capture of Fort Henry, a victory no less brilliant in itself than glorious in its results, giving our army a foot-hold in Tennessee, and opening the way for early advance to the capital of the State.

"Resolved, That the Governor transmit copies of these resolu-

tions to said officers, with the request that the same be read to the men under their command.

“JAMES L. HUBBELL,

“*Speaker of the House of Representatives.*”

“B. STANTON,

“*President of the Senate.*”

“*Passed, February 14th, 1862.*”

AFTER THE BATTLE.

Under General Grant's instructions Captain Walke proceeded with Colonels Webster, Rawlins and McPherson up the Tennessee river in the “Carondelet,” and completed the destruction of the railroad bridge connecting Fort Donelson with Fort Columbus. On the return of this expedition Captain Walke, after a consultation, was requested by General Grant to aid him in the investment of Fort Donelson with the “Carondelet,” “Taylor,” “Lexington” and “Conestoga,” which were then returning from the expedition further up the Tennessee river. But the officers in command of these vessels, having failed to comply with Captain Walke's instructions to follow him to Fort Donelson, he proceeded to that place with the “Carondelet” alone. Professional men may understand this conduct on the part of naval officers, to be an act of insubordination. These gunboats were originally built and equipped under the Army auspices, and at the expense of the War Department, and discipline should have been more strictly enforced.

The “Carondelet” was visited by General Grant and staff on the morning of February 10th, to confer with Captain Walke. At 6.10, P. M., Lieutenant-Commander W. Gwinn, of the gunboat “Taylor,” came on board with Paymaster Coleman, and received the order from Captain Walke to follow him with the “Lexington” and “Conestoga.” The “Carondelet” then steamed down the Tennessee river to its mouth at Paducah, Ky., from whence a communication was sent to Flag-Officer Foote, relating the chain of events preceding the battle of Fort Donelson—a fact which will convince the reader that the “Carondelet” arrived in good time at the fort, and announced her readiness for service by firing into it on the morning of the 12th; before General Grant or the Confederate General Floyd had arrived with their entire force. It may also be conceded that there is some ground for taking exception to the charge in *Draper's History of the War,*

that General Grant was "obliged to submit to this delay to give time for preparing the gunboats, though every hour of it was strengthening the enemy," as there is no doubt that Foote brought his gunboats to Fort Donelson with all practicable dispatch.

The gunboats "Taylor," "Lexington" and "Conestoga," having preceded the "Carondelet" on the reconnoissance up the Tennessee river, every particular concerning them is very handsomely recorded in the official reports and history. But the services of the "Carondelet" are not referred to, and the following copy of a report sent to Flag-Officer Foote, will therefore serve as an appropriate remedy for this odd deficiency.

COMMANDER WATKINS TO FLAG-OFFICER FOOTE.

"U. S. Gunboat 'CARONDELET,'
"FORT HENRY, TENNESSEE RIVER,
"Feb. 8th, 1862.

"SIR :

"I have just returned from destroying the bridge of the Memphis and Bowling Green railroad, where I was instructed to proceed by General Grant on the 7th inst. Colonel Webster, with other officers, and two companies of sharpshooters, accompanied me to do the work. We found the place deserted by the enemy, leaving tents and wagons, some of which we brought here. I am nearly out of coal and provisions. The magazine and shell-room of this vessel leak badly, and it is doubtful whether or no our carpenter can stop it, unless she is lightened so that he can get at it. I suspect that some of our rifle shell have not been filled with powder, as there is a great difference in the weight of them, and I picked up one in Fort Henry with the fuse out, but there was no evidence of it having been filled with powder. They require gauging. All are well on board. We expended 101 shell, and one round shot the day before yesterday. The 'Conestoga,' 'Lexington,' and 'Taylor' have not returned.

"Most Respectfully,

"Your Ob't Servant,

"HENRY WATKINS.

"To

"Flag-Officer A. H. FOOTE,

"Commanding Naval Forces, Western Waters,

"Commander U. S. Navy."

A LETTER OF THANKS.

Flag-Officer Foote received the following letter, which was read to all our squadron; and a copy furnished to the commanders of the gunboats.

SECRETARY WELLES TO FLAG-OFFICER FOOTE.

“NAVY DEPARTMENT,
Feb. 13th, 1862.

“SIR :

“Your letter of the 7th inst., communicating the details of your great success in the capture of Fort Henry, is just received. I had previously informed you of the reception of your telegraphic dispatch, announcing the event, which gave the highest satisfaction to the country.

“We have to-day the report of Lieutenant Commanding Phelps, with the gratifying results of his successful pursuit and capture and destruction of the rebel steamers, and the disposition of the hostile camps as far up the Tennessee as Florence. I most cordially and sincerely congratulate you, and the officers and men under your command, on these heroic achievements, accomplished under extraordinary circumstances, and after surmounting great and almost insuperable difficulties. The labor you have performed, and the services you have rendered in creating the armed flotilla of gunboats on the western waters, and in bringing together for effective operation the force which has earned such renown, can never be over-estimated. The department has observed with no ordinary solicitude, the armament that has so suddenly been called into existence, and which under your well-directed management has been so gloriously effective.

“I am, respectfully,

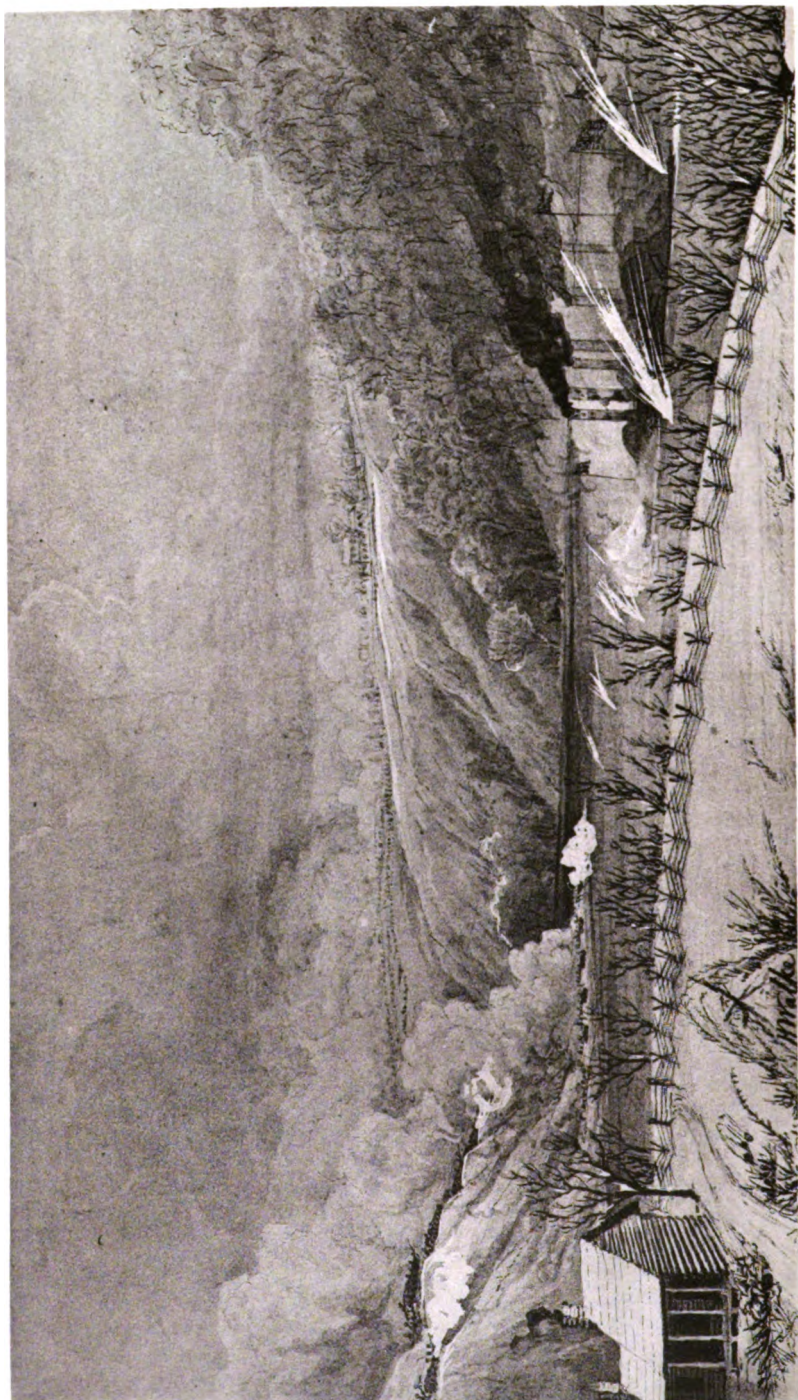
“Your Ob't Servant,

[Signed]

“GIDEON WELLES

“Flag-Officer A. H. FOOTE, U. S. N.

“*Commanding Gunboat Flotilla, &c., Cairo, Ill.*”



D. B. Gunboats

Gen. Grant's army attacking the enemy, in the distance

Water Battery

Upper Battery

BATTLE OF FORT DONELSON.

CHAPTER V.

BATTLE OF FORT DONELSON.

Letters of Commander Walke to Flag-Officer Foote.—Newspaper Descriptions of the Action.—A Startling Incident.—Casualties in the Fleet.—How different Results might have been attained.—Captain Walke and the "Carondelet."—Two Interesting Letters from a Participant in the Battle.—Bursting of a Gun.—The "Conestoga," "Lexington," and "Tyler."—The Damage sustained by the "Carondelet."—Confederate General Pillow's Account.—Inaccuracy in the Naval Records.—Why Mistakes should be corrected now.

It is now stated by one of our most brilliant writers of history and biography that Foote sent the "Carondelet" to Fort Donelson upon a reconnoissance, and other friends of the admiral are evidently led into the same error; but on the contrary, to our knowledge he never approved or disapproved of Commander Walke's co-operation with General Grant, nor did he reply, or allude to the following letters upon that subject. And it is evident that no other officer would have taken the responsibility of revoking the orders for the "Taylor," "Lexington" and "Conestoga" to join the "Carondelet" upon the reconnoissance at Fort Donelson, but the flag-officer himself. And as he was previously informed of all the circumstances, by the letters of Commander Walke, there was no explanation asked for, or made, when they met on the night of the 13th. The flag-officer, however, seemed to be satisfied when Commander Walke informed him that the "Carondelet" would be ready for battle again as soon as she had replenished her ammunition, early on the following morning. We may, however, be assured by the remarks in Pollard's *Southern History of the War*, that if four or five steamers instead of one, had menaced Fort Donelson on the 11th of February, a day or two before the enemy's re-enforcements had arrived, the effect would have been much more discouraging to the enemy. General Grant, being under the impression at least that Foote's flotilla could not assist him immediately, instructed Commander Walke to proceed without delay to commence the at-

tack on Fort Donelson in connection with our army before the enemy could receive re-enforcements or strengthen his position.

The following is the letter referred to, preceding the

BATTLE OF FORT DONELSON.

FROM COMMANDER WATKINS TO FLAG-OFFICER FOOTE.

“ U. S. GUNBOAT ‘CARONDELET,’

“ *Paducah, Feb. 10th, 1862.*

“ SIR :

“ I received instructions from General Grant this evening, to proceed with this vessel to Fort Donelson, on the Cumberland river, to co-operate with our army in that vicinity. I expect to meet you before I reach there. The ‘Alps’ will take me in tow. I will call at this place. General Grant will send the ‘Taylor,’ ‘Lexington,’ and ‘Conestoga’ after me.

“ We heard that you were on your way to Fort Donelson, but I hear no tidings of you here to-night.

“ The ‘Taylor’ has just returned from up the Tennessee River, as far as navigable. She, with the ‘Lexington’ and ‘Conestoga,’ destroyed or captured all the enemy’s boats, broke up their camps, and made a prize of their fine new gunboat.

“ I write this in anticipation of not seeing you before I leave here, as I am (or the ‘Carondelet’ is) very slow, and General Grant desires that I should be at Fort Donelson as soon as I can get there. But I hope you will overtake me, or send me your orders upon this occasion, as I am now acting upon your general instructions repeated at Fort Henry. I expected to send this letter from here to-night, but am disappointed in this also.

“ Most Respectfully and Truly,

“ Your Ob’t Servant,

“ H. WATKINS,

“ *Commander U. S. N.*

“ To Flag-Officer A. H. FOOTE, U. S. N.,

“ *Commanding U. S. Naval Forces, Western Waters.*”

This letter explains the part taken by the “Carondelet” in the battle of Fort Donelson. After the capture of Fort Henry, Flag-Officer Foote was requested by Generals Halleck and Grant to co-operate with the latter in an attack on Fort Donelson, situated on the west bank of the Cumberland river, near the town of Dover. This fort was stronger, both in natural position and artificial defenses, than Fort Henry, and a land attack was more difficult, as there were heights above, below, and all around the works.

THE “CARONDELET”

had the honor of commencing the attack on Fort Donelson; having arrived before the fort two days in advance of the other gun-

boats, she fired upon the enemy's works on the morning of February 12th; and also, at the request of General Grant, made a diversion in his favor on February 13th, as narrated in the following report of Commander Walke to Admiral Foote.

"U. S. GUNBOAT 'CARONDELET,'
"NEAR FORT DONELSON, CUMBERLAND RIVER,

"Feb. 15th, 1862.

"SIR :

"I arrived here (towed by the 'Alps') on the 12th instant, about 11.20 A.M., and seeing or hearing nothing of our army, I threw a few shells into Fort Donelson, to announce by arrival to General Grant, as he had previously requested. I then dropped down the river a few miles, and anchored for the night, awaiting General Grant's arrival.

"On the morning of the thirteenth, I weighed anchor, and came again to this place, where I received a dispatch from General Grant, informing me that he had arrived the day before, and had succeeded in getting in position, almost entirely investing the enemy's works.

"Most of our batteries' (he writes) 'are established, and the remainder soon will be. If you will advance with your gunboat at ten o'clock in the morning, we will be ready to take advantage of any diversion in our favor.'

"I immediately complied with these instructions by throwing some 139 15-second and 10-second shell into the fort; receiving in return the enemy's fire from all their batteries; most of their shot passing over us, and but two striking us, one of which was a 128-pounder solid shot. It passed through our port casemate forward, and glancing over our barricade at the boilers, and again over the steam-drum, struck, and burst the steam-heater; and fell into the engine-room without striking any person, although the splinters wounded slightly some half-dozen of our crew. I then dropped down to this anchorage, but the sound of distant firing being heard, we again attacked the fort; throwing in some forty-five shells, and receiving little damage.

"I returned to this place, to await further orders, when I received a second dispatch from General Grant, stating that you were expected on the following morning.

"I am, Sir, Most Respectfully,

"Your Ob't Servant,

"H. WALKE,

"Commander U. S. Navy.

"Flag-Officer A. H. FOOTE,

"Commanding U. S. N. Forces in Western Waters."

In this engagement the "Carondelet" commenced firing on the fort, at a distance of a mile and a quarter, the enemy replying immediately as the vessel advanced, the attack lasting from ten o'clock in the morning to meridian, and being renewed in the afternoon. Three of the enemy's guns were reported to be disabled.

OUR NAVAL HISTORY

is silent on some important facts in its version of this event ; viz. that four gunboats were to have participated therein to make it more effective, and that three of them failed to obey the orders of General Grant and Commander Walke to accompany the "Carondelet" on this reconnoissance ; but it gives an unfavorable view of the "Carondelet" alone on this occasion, especially in comparison with the brilliant action or "what was *expected* to be the decisive battle, the next day ;" which is represented as having resulted in the surrender of Fort Donelson, by our highest possible naval authorities. A few particulars are called for from those who were present on that occasion to dispel the idea that Fort Donelson was captured by our fleet under Admiral Foote, for in reality it was taken by General Grant, with the army.

The following are a few quotations from reliable correspondence on the reconnoissance. A reliable correspondent of the army on this occasion writes : "According to the admission of the rebel officers the casualties from the attacks by the 'Carondelet' were greater than those which resulted from the combined attack of the whole fleet the next day. The attack of the next day on the water batteries was neither the most brilliant nor the most successful effort of the siege. About the only result was, that a single gun of the enemy was dismounted and the unequalled fighting qualities of the fleet demonstrated. The gunnery was generally of a different character."

Query: Is it at all improbable that the deliberate firing of one gunboat by experienced gunners, with heavy rifled guns of long ranges, should do as much execution in six hours, upon a battery of twelve or fifteen guns of much less range, than the firing of four such gunboats with less experienced crews, upon these batteries at close quarters for one hour and a half, at various distances, and much less deliberation ?

In reference to the reconnoissance and the bombardment on the following day Captain Morgan made the same statement to the officers on board the "Carondelet" on Sunday, the morning of the surrender.

NEWSPAPER CORRESPONDENTS ON THE ACTION.

The *Missouri Republican* of February 28th, 1862, has this report in its correspondence of the day before the battle : "During the day

much uneasiness was felt as to the gunboat fleet. It was therefore with no little gratification that information was at last received about noon on Thursday, that the *avant courier* of the fleet, the 'Carondelet,' Commander Walke, had arrived below the fort. In the afternoon the report of her guns was received with cheer upon cheer by the troops encircling the beleaguered fort.

"Commander Walke's operations this afternoon, although partaking more of the nature of a reconnoissance, were considered by the rebel officers, as I have since ascertained, as one of the most formidable attacks they had to encounter. Hidden behind a jutting promontory of the river bank, the 'Carondelet,' herself secure from all heavy shot of the Columbiads of the fort, hurled shell upon shell into the water batteries of the fortifications. The commander of these batteries has recently informed me that the fire of the 'Carondelet' did more actual damage to his guns than the heavy bombardment of the following day."

Another reliable army correspondent writes: "The rebel officers commanding the river batteries also assure me that the practice of our gunners, in the excitement of the *bombardment*, was much inferior to that displayed in the *reconnoissance*, when matters were conducted with more deliberation." And this is corroborated by the official reports in the Southern press.

The *Chicago Times'* correspondent reports: "The 'Carondelet's' movements led to several skirmishes, though of no serious nature. They were covered by a gallant cannonade of the gunboat 'Carondelet,' the only one that arrived. Thus single-handed one hundred and thirty-eight rounds were thrown into the enemy's works, and she was finally compelled to withdraw, having received a shot from the enemy's 128-pounder gun in her bow, crippling her severely, and wounding seven men. She fell back but a short time, to repair damages and put her wounded on board the transport 'Alps.' At 1.15, p. m., she commenced firing again upon the fort, and kept up a brisk fire until she had expended all or nearly all of her long-range shell, when at dusk she retired from the contest, having annoyed the enemy and encouraged our army."

In this fight (February 13th), after Captain Walke had placed his gunboat in a fighting position, he took his stand as before very near the center of the fighting battery, where he remained during the firing, giving all necessary orders, and encouraging his people to fight courageously. They fired one hundred and eighty-four shell.

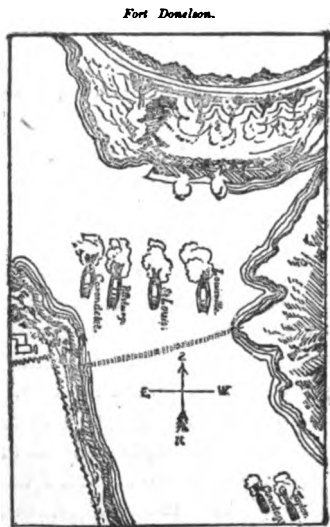
The "Carondelet" anchored about three miles below the fort, at about four in the afternoon. Admiral Foote arrived at 11.30, P. M., with the partially iron-clad "St. Louis" (flag steamer, Lieutenant Paulding), "Louisville" (Commander Dove), and "Pittsburg" (Lieutenant Eggt. Thompson); also the wooden gunboats "Conestoga" (Lieutenant Phelps), and "Taylor" (Lieutenant Gwinn), and several transports with re-enforcements for General Grant of 8,000 men. About midnight Captain Walke reported in person to the flag-officer.

Next morning the "Carondelet" replenished her stock of ammunition and partly repaired her damages, and again "shifted berth" by orders from the flag-officer, when a startling instance of inebriety occurred.

At this critical period, the gunner at the magazine, in a fit of intoxication, threatened to blow up the "Carondelet," and send her with all her hands to ———. He was immediately ironed and confined in his room, under a guard in charge of the third master, but,

during the battle, he succeeded in eluding his guard, and reached the magazine hatch, where he was stopped by the surgeon, Dr. McNelly, and others, and again secured. The third master, who was also intemperate and disaffected, was discharged a few days after the battle.

On the 14th of February, Flag-Officer Foote, having instructed his officers, and prepared for battle, at one o'clock, P. M., hailed the "Carondelet," and ordered her with the other gunboats to follow the motions of the commanding officer. At 1.20, P. M., the flag-officer made general signal 958. At 2.10, P. M., he proceeded slowly up the river with the "St. Louis" (flag steamer), "Louis-



BATTLE OF FORT DONELSON.

ville" and "Pittsburg," and formed in the first order of steaming,— "St. Louis" on the extreme right, "Louisville" next, "Pittsburg" next, and "Carondelet" on the extreme left. At 3, P. M.,

THE ENEMY OPENED FIRE

upon us with two guns; their shot falling short, we did not reply until we were within one mile of the fort, when we opened a deliberate and well directed fire upon the enemy's batteries. The flag-officer ordered his squadron to steam up faster, but not to fire so fast. The "Louisville" and "Pittsburg," not keeping up to their proper positions, were hailed by the flag-officer and ordered to steam up, and with the "Carondelet" was ordered not to fire so fast. About 4, P. M., the battle raged with all its horrors. When our squadron was within six hundred yards of the enemy's batteries, their heavy shot and shell penetrated the gunboats with deadly effect, shattering the "Carondelet's" pilot-house and wheel and mortally wounding her first pilot. Her port rifle gun burst, prostrating and disabling another gun's crew at the same port.* She received, also, two shot in her bow between wind and water, but still continued in line, or a little in advance, firing with her remaining two guns without intermission.

The other gunboats, although suffering in like manner, maintained an unbroken front, and moved steadily up to within four hundred yards of the batteries, receiving and delivering a fire which soon terminated the struggle by forcing the gunboats to retire.

The enemy relaxed his fire about 4.30, P. M., and began to desert his lower guns. The "Carondelet" was then nearly out of the range, being almost on the flank of the enemy's batteries, or on the eastern shore of the river, opposite.

CASUALTIES IN THE FLEET.

At this point of the action, when the "Louisville" backed down, Flag-Officer Foote had been slightly wounded; the pilots of the "St. Louis," "Louisville" and "Carondelet," were wounded mortally; and the port bow-gun of the latter had just exploded, prostrating and blinding the captain, officers and crew. Pilot-houses also, were battered in, and wheels broken, each vessel having been struck about fifty times with 128-pound and 32-pound shot; and forty-

* This accident was caused by reckless disregard of the standing order, never to fire a gun until the cartridge and shell were well rammed down to the bottom of its chamber. And the reason that none were killed, and so few men were mortally wounded by this explosion is, that they knew the danger they had incurred, and stood farther from the gun than usual, without informing their officers. And the gun was broken in only four large pieces, the largest of which fell outside of the port.

five of our men and officers were killed or wounded. We were at this time within three hundred and fifty yards of the enemy's lower battery, which mounted nine guns and several heavy Columbiads and 32-pounders above them, all with the modern improved sights, and manned and officered by the best men of the Southern army.

DROPPING OUT OF BATTLE.

Our gunboats were now struck by every shot in the most vital parts, but they did not falter, and were still steaming up to the batteries fighting with desperate earnestness, when the look-outs informed the captain of the "Carondelet" that our fleet was dropping astern out of battle. He ordered her engines to be stopped and reversed. Captain Walke having so recently received the *admonition* not to precede the flag steamer, and as he had not received instructions to pass Fort Donelson, but to follow the motions of the flag-officer, he was obliged to back out of battle with the squadron. The "Louisville," being disabled and unmanageable, was the first gunboat which commenced to back or drift out of battle, which was not discovered by Commander Walke until he was about to bring his broadside battery to bear on the enemy. The "Louisville" was followed next by the flag steamer ("St. Louis") and then by the "Pittsburg." The latter, in attempting to turn, struck the "Carondelet's" starboard quarter and rudder, breaking off its hinges, thus compelling the "Carondelet" to retire after having nearly flanked the enemy's batteries. She was terribly cut up, not a mast or spar was standing. All our barges, boats, stanchions and hammock nettings, had been cut to pieces, with the pilot house and smoke pipes riddled; port side cut open fifteen feet, and decks ripped up, in many places plowed up; rifled gun and anchors in fragments; with four men killed and fifteen wounded, two mortally, and two solid shots in her bow between wind and water. In this condition the "Carondelet" drifted slowly out of battle without turning; and her bow guns were playing on the enemy as long as our shell could reach him.

Our decks were so slippery with the blood of the brave men who had fallen, that we could hardly stand until we covered them with sand. While thus drifting we received a 32-pounder from the enemy on a ricochet in the starboard bow port, which beheaded two seamen and cut another in two, sending blood and brains over the captain, officers and men who were standing near them. The "Carondelet," with broken rudder, wheel and wheel ropes, was

drifting on a point of the shore just below the fort, and thus receiving its concentrated fire, was obliged to steam up away from it, in the rapid current ; for certain destruction must have followed if she had struck and lodged on the point, which the day before the captain so eagerly sought as her protecting breastwork.

The "St. Louis," "Pittsburg" and "Louisville" were all terribly cut up by the enemy's shot, the latter having her wheel-ropes shot away. Her pilot, Samuel McBride, states that as soon as he discovered this damage, he ran out on the stern to repair it and to hook the relieving tackles, so as to be able to steer the boat with them, and to keep her in proper position in the line of battle. But the shells from the gunboats "Taylor" and "Conestoga" exploded so fearfully and constantly over the "Louisville" that the pilot and his party were driven away from the tillers, and they took shelter under the casemate. Thus Captain Dove was compelled to let her drift out of battle, as she was crippled and unmanageable. When the flag steamer was compelled to follow the same course, a termination of the engagement was inevitable.

The "Taylor" and "Conestoga" were so far astern that their shell fell short or exploded over our own gunboats, doing less damage, evidently, to their enemies than to their friends. One of the "Taylor's" 64-pound shell exploded over the "Carondelet" and the fragments penetrated her stern casemate. The "Louisville," Captain Dove, informed Captain Walke that she was also struck by them in the same manner.

A FOOLISH MISREPRESENTATION ALLOWED TO PASS UNNOTICED.

Take, for instance, a statement which originated with and was promulgated by, some of those who were the actors in the scene described, which appeared in the *Chicago Tribune* under date of April 2nd, 1870, as follows :

"Captain —— laid the 'Pittsburg' along side of the batteries at Fort Donelson, and poured into them grape and canister, until every water-tight compartment was riddled with rebel shot, and his vessel went down on the bar just as victory shouted her triumph, and Grant marched over the walls of the conquered fortress. Raising and re-fitting his vessel, which was the first to run the batteries at Island No. 10, transferred to the seaboard to assist in finishing the war, this gallant captain was sent here, with his scars and his iron-clads, to rust away in [Mound City, Ill.] dreamy activity."

This statement was also repeated by the *Mound City* (Ill.)

Journal, and published under the eye of the officer in command, who of all other men must have known by his participation in all of these occurrences, that the assertions therein contained were palpably untrue. When a contradiction was given at Mound City, after its first appearance, the perpetrators were so completely convicted, and possibly ashamed, that they did not attempt any reply.

The "St. Louis" and the "Louisville" were the first out of gunshot range from the fort, and were at least half a mile further off than the "Carondelet." The next vessel to them was the "Pittsburg," and last of all was the "Carondelet," over a quarter of a mile; from that vessel were fired several effective parting shots (while she was within range), from her bow guns, and receiving the concentrated fire of the enemy in return.

HOW DIFFERENT RESULTS MIGHT HAVE BEEN ATTAINED.

It may be noticed that the "Carondelet" had an encouraging prospect of passing above the enemy's batteries, and no doubt she would have done so, had the orders of the flag-officer permitted. Had his orders contemplated that course of action by our fleet, or an attempt to pass the enemy's batteries, for an attack upon his army in the flank or rear, there was a probability that two at least of our gunboats could have succeeded. And if our fleet had received orders to pass these batteries with full speed, or at night, to prevent the enemy from getting the exact range of his guns on the gunboats, it is more than probable that several of them, if not all, would have succeeded in passing, and on arriving at the enemy's rear would have cut off his retreat, co-operating with our army in attacking his unprotected flank. Great service might thus have been rendered with our heavy guns, which would most certainly have decided the battle that night very satisfactorily, and with less bloodshed. This idea was not suggested until the day after the battle, when Foote asked Walke if he (Walke) could have passed above the batteries. An after-thought expressed in one of his letters.

On the following day the "St. Louis," Commander Paulding, made a reconnoissance near the fort and fired several shot, but being out of range, no reply came from the enemy, who were desperately fighting our army under General Grant.

BURYING OUR DEAD.

On board the "Louisville," "Carondelet," and "St. Louis," the burial service on the following day (15th) was duly performed by

the officers and crews of the gunboats, over the remains of their brave companions. The scene was mournful and imposing. Nature was clothed in her white wintry robes, while the distant boom of Grant's heavy artillery over the hills, rolling along and dying away in the valley of the Cumberland, seemed our funeral guns; and on each boat a silent, uncovered party, bended over their friends who died in the battle. The flag for which they fought and died, hung quiet and drooping at half-mast, the last sad token of respect to the departed. The subdued and tremulous voice of their captain affected his faithful sailors with unusual sorrow, as the touching and solemn words fell upon their ears: "I know that my Redeemeth liveth, and that He shall stand at the latter day upon the earth; and though after my skin worms destroy this body, yet in my flesh shall I see God; whom I shall see for myself, and mine eyes shall behold and not another." In the pause which followed might be faintly heard the service which was being read on the other vessels: "I am the resurrection and the life, saith the Lord; he that believeth in Me though he were dead, yet shall he live."

CAPTAIN WALKER AND THE "CARONDELET."

The services of the "Carondelet" in the reconnoissance preceding the battle of Fort Donelson are not mentioned in the official reports, except by the insertion of a letter from her commander. In the History of the Navy the reference to the reconnoissance includes the statement that "the 'Carondelet' (iron-clad) had been sent forward ahead of the rest of the flotilla, and on the 13th was ordered to attack the water-batteries single-handed," and by an omission of the fact, makes it understood that it was Foote's instead of Grant's order.

To give the reader an idea of the magnitude of the task the "Carondelet" had to perform, the History then gives a description of the fort, and makes a statement as to its great strength, adding pointedly: "It is very easily seen that it would be utterly vain for a single steamer." If this reconnoissance was in vain, it should be attributed to the fact that the Navy officers did not obey promptly the orders of their superior in command, and in consequence failed to be present, and to join in the battle according to General Grant's instructions. And it can also be as easily imagined, that if the flag-officer had made the reconnoissance, it would have been officially recorded as a glorious, if not a successful affair in our naval history.

The Confederate historian, in reference to the reconnoissance on the morning of the thirteenth of February, says: "Just as the sun rose, the cannonade from one of the enemy's gunboats commenced the conflict, which was destined to continue for several days and nights. The fire soon became general along our whole lines."

AN INTERESTING LETTER.

The following letter, written on board the "Carondelet" by one of the crew, at the time, a participant, while all the facts and incidents were fresh in memory, is here inserted for its individuality in narrating the capture of Fort Donelson.

"Fort Henry was manned by men who fought with a desperation worthy of a better cause. We were scarcely mentioned in the Fort Henry affair, although we occupied the second position, and in our services were second to none, while those western band-boxes, the 'Conestoga,' 'Lexington,' and 'Tyler,' were puffed up by the papers, when they were astern during the whole of the fight, and took no active part in it. We had one man injured by the recoil of the gun.

"The next day we proceeded to Danville to destroy the bridge of the Clarksville and Memphis railroad. We burned part of the railroad, and then returned to Fort Henry, remaining at this fort until ordered to proceed against Fort Donelson, on the Cumberland.

"On February 12th, we arrived within sight of the fort, and gave them nine shells (to which they did not reply) and then retired, thinking the fort had been evacuated. Thus far we had seen nothing of the land forces, or the gunboats which were to assist us.

"The next morning (February 13th), an aid-de-camp of General Grant came with orders for us to proceed to the fort, while the land forces would engage it in the rear. We went up and fought about two hours, when the rebels put a 120-pounder through our port bow,

SCATTERING SPLINTERS ON EVERY SIDE,

and finally lodging in our heater, which damage compelled our retirement. It knocked down every man at the gun, killing none but wounding seven, including the captain of the gun. It passed within a foot of me, and the force of the air knocked me over. In the afternoon we engaged them again, firing about fifty shells into them, and then Captain Walke said he would wait for the

rest of the gunboats. In this day's fight we fired one hundred and eighty-three shells, without losing a man; although, as we learned on the 16th from a rebel colonel by the name of Morgan, their killed and wounded were over seven hundred.

"At night the rest of the gunboats arrived, together with the re-enforcements of troops from Cairo and Paducah, and in the afternoon of the 14th, about 2 P. M., we advanced in our shattered condition against the fort. The line of battle was as follows: 'St. Louis' (flag ship) on the right, 'Carondelet' on the left, 'Louisville' and 'Pittsburg' in the center, and three western bandboxes in the rear. We fought desperately for about two hours and a half, within less than half a mile from the fort, when the rifled gun I was serving with shell exploded, knocking us all down, killing none, but wounding over a dozen men, and spreading dismay and confusion among us for a short time. For about two minutes I was stunned, and at least five minutes elapsed before I could tell what was the matter. When I found out that I was more scared than hurt (although suffering from the gunpowder which I had inhaled), I looked forward and found that our gun had burst, and was lying on the deck split in three pieces. Then the cry ran through the boat that we were on fire, and my duty of pump-man called me to the pumps. While there, two shot entered our bow-ports, and killed four men, and wounded about a dozen. They were borne past me, three with their heads off, and a fourth with his entrails hanging out, and partly dragging along the deck. The sight almost sickened me, and I turned my head away.

"Then came our master's mate, Brennan, revolver in hand, threatening to shoot us if we did not go to our quarters immediately. I told him that

OUR GUN HAD BURST,

and that we had caught fire from the enemy's shell on the upper deck. He then said, 'Never mind the fire; go to your quarters.' There were six of us at the pumps at the time, and we accordingly obeyed his order.

"Then I took a station at the starboard tackle of another rifled bow gun, and remained there until the close of the fight. While running the gun out, we trampled in the blood and brains of an esteemed shipmate; but such are the horrors of war. The commodore and the rest of the gunboats, retired at least twenty minutes before we even thought of it, and when victory

was almost within our grasp ; but it was not until we had four killed and over thirty wounded (including one of our pilots, who was mortally wounded), two of our boats shot away, our flag-staffs gone, together with our colors, and our starboard rudder disabled, and the boat 'all cut up,' as the saying is. As we left, we fired the last eleven shots at the fort, and expended our last cartridge in the retreat.

"About five in the afternoon the action ended, and the 'Carondelet' was engaged three hours that afternoon. This is true, notwithstanding newspaper reports were to the contrary. They will tell you that such and such a boat went up into the teeth of the batteries, and smashed things generally. Of course the 'Pittsburg' was disabled, we know, but was not the 'Carondelet' in like condition? I would not have mentioned our boat, had it not been that we have been slighted in the western papers. The rebels tell us a different story from what you read in the newspapers. They said that the boat with the *red stripe* around her smoke-stacks

DID MORE EXECUTION

than the other three combined, both at Forts Henry and Donelson. According to our officers' watches we fought two hours, while the reports say one hour and fifteen minutes. But it makes very little difference now that the fort is taken.

"Our boat has three bow-guns, two rifles, and one smooth-bore sixty-eight. The rifles are about 84-pounders. Our bow being iron-plated, we have always fought 'head on.' Several of our rifled shell were a little too large, and would stick in the gun about half way down. Gunnery requires they should be withdrawn, but when you are close to the enemy's batteries, you cannot lose time by drawing them out, so we blazed away at them, home or no home. The gun was run out when it bursted, or the damage would have been greater than it was ; but I sincerely trust that the like may not happen again.

THE 'CONESTOGA,' 'LEXINGTON,' AND 'TYLER,'

were on hand on the 14th of February. But what were they doing? One of them gave us three shots in our stern, which fact is suppressed in the newspapers. I suppose they could not see the fort. '*Vive la bandboxes!*'

"On the 15th, we were on shore burying the dead, and I had the last solemn duty to perform for them on earth, namely, mark-

ing their rough head-boards with the initials of their names. I was present at their burial. A Catholic priest was passing by at the time, and thought that he would say a few words over them. Our officer checked him, and told him to wait a little longer, as another body would soon arrive from the gunboat 'St. Louis.' After its arrival, he asked the attention of those gathered around him. He made a few remarks about the deceased seamen, in which he said that 'although they did not die like Christians, they died like heroes in the defense of their country and their flag.' He then read the prayers for the dead, and ordered us to cover them over. They were all buried in a row, with their faces to the West. Their names were Albert Richardson, of Baltimore, Albert Markham, of Mississippi, William Duff, Joseph G. Leacock, and Charles W. Baker, all of Philadelphia. The first four mentioned belonged to the 'Carondelet,' and Baker to the 'St. Louis.'

"On the 16th (Sunday) we went up again to the fort, and found that the white flag was flying. The fort had surrendered. The stars and stripes borne by our troops were seen in the rear of the fort, and we knew it was all right then. But while on the way up to the fort I was fearful lest they might haul down the white flag and blaze away again. I was more frightened that Sunday morning than I was during all our fighting, but I do not think that I showed any outward signs of it. In conversation afterwards with my shipmates, I found that they all felt about the same as your uncle. In the fight at Fort Henry, I had a very narrow escape, but at no time was I badly frightened, but on the 16th. Don't mention John Owens and William B. Rooney were wounded on the 14th. McFadden, of Philadelphia, also lost an arm. All belonged to the 'Carondelet.'"

These are the impressions of one of the crew of the "Carondelet," a young man who had been in service but a few months, written to his parents in Philadelphia. We lost in this battle eleven killed in the fleet, and about forty wounded.

THE DAMAGE SUSTAINED BY THE CARONDELET.

The following brief report of the damages received by the "Carondelet" from her carpenter, Ober. Donalson, on February 14th, 1862: "One piece of shell in after casemate, in the captain's cabin (which was fired from U. S. gunboat "Taylor" by an acting master, against the remonstrances of her gunners) all boat davits shot away on the starboard side, damaging all the small boats, two

shot on starboard casemate on iron. One shot on starboard casemate, cutting clean through. One shot on starboard side between water-line and planking, three cutting through planking. Two iron stanchions shot away. Hammock nettings on both sides of the boat cut to pieces. One shot went through wheel, disabling it. One shot struck the cap of the starboard bow port, glancing on the breech of the rifle gun, and landing against the trunion of the after gun (killing three men and wounding others); one shot in planking; one shot in planking of starboard bow; one shot cutting away chocks, cast-iron, breaking shank of the 800-pounder anchor; one shot struck on the iron casemate of port bow; four shots on port casemate forward of rifled gun, one shot in port casemate, lodging over the rifle gun; one shot cut away two stanchions on port side; six shots in the pilot-house, cutting through iron casing, completely shattering one section of pilot-house; six shots in through the smoke stacks, cutting them nearly to pieces, besides being struck by several pieces of shell and grapeshot. One shot through the mainmast; one shot cut away our ensign staff and ensign; one shot through the top of the wheel-house, one on the the side of wheel-house. Several shot struck the chain cables, coal bags which covered the deck, ripping it up badly in several places; two shot in the lower part of wheel-house, and one in the bag room, and many other marks of shot and shell, doing more or less damage to the vessel."

The distressing attempt to help the "iron-clads" in this battle by these "wooden gunboats," which had been so highly praised for distinguished services *in the battle of Fort Henry*, was prompted in like manner by the hope to share largely in a glorious victory at Fort Donelson. But when it proved to be a disastrous defeat, they soon disappeared and were otherwise engaged on some important business, beyond the sound of battle. See official report of the Secretary of the Navy, 1862.

GENERAL PILLOW'S ACCOUNT

of the gunboat attack upon Fort Donelson reads thus :

"My orders to the officers, Captains Shuster and Stankoitch, who commanded the lower battery of eight guns, and Captain Ross the upper battery of four, were to hold their fire until the enemy's gunboats should come within point-blank range of their guns. This they did, though the ordeal of holding their fire while the enemy's shot and shell were thick around their positions was a severe restraint upon their patriotic impulses. But, nevertheless, our batteries made no response till the gunboats were within

range of their guns. Our entire line of batteries then opened fire. The guns of both parties were well served. The enemy constantly advancing delivered direct fire against our batteries from his line of five gunboats, while the sixth moved up in the rear, kept the air filled with shell, which fell thick and close all around the position of our batteries. The fight continued, the enemy steadily advancing slowly up the river, and the shot and shell from fifteen heavy rifled guns tearing our parapets, and plunging deep into the earth around and over our batteries, for nearly two hours, and until his boats had reached within the distance of 150 yards of our batteries.

“Having come in such close conflict, I could distinctly see the effects of our shot upon his iron-cased boats. We had given two or three well-directed shots from our heavy guns on one of his boats, when she instantly shrunk back, and drifted helpless below the line. Several shot struck another boat, tearing her iron case and splintering them, as by a stroke of lightning, when the two fell back. Then a third received several shots, making her metal ring, and her timbers crack, when the whole line gave way and fell back from our fire until they passed out of range.

“Thus ended the severe and close conflict of our Western heavy guns and the enemy’s gunboats, testing their strength and the power of heavy guns to resist them. The shot from our 32-pounder guns produced but little effect. They struck and rebounded, apparently doing but little damage; but I am satisfied, from close observation, that the timbers of the frames did not, and could not withstand the shock from the 10-inch Columbiads or 32-pounder rifled guns.”

INACCURACY IN THE NAVAL RECORDS.

There is a mistake in our naval writings when the statement is made that the enemy were so greatly demoralized by our gunboats that they could not be brought into effective use on the following day, in the action which resulted in their defeat and the surrender of Fort Donelson to Brigadier-General Grant, commander of our military forces. Such an assertion gives credit to the Navy, which, strictly speaking, belongs to the Army. The fleet did its best, but could not boast of the victory, and no friend of the Navy should maintain such unworthy pretensions. On the 16th the white flag was flying over Fort Donelson early in the morning, when our gunboats steamed up to the fort, and Captain Dove, who had preceded them in a tug, had the honor of receiving

the tender of the first rebel sword in the fort. But the terms of surrender were concluded on the previous night between General Grant and General Buckner.

The batteries were found to be nine 32-pounder cannonades, two rifled, and one 10-inch Columbiad (128-pounder).

In accounting for the impunity with which the "Carondelet" fired upon this fortification, while on the reconnoissance of the 13th of February, it was stated by an officer of Fort Donelson that the fire of the principal part of their battery upon the "Carondelet" was obstructed by the timber on the point of rock, behind which she had prudently taken shelter.

WHY MISTAKES SHOULD BE CORRECTED.

It may at first appear to the reader that the frequent repetition in this work, of details relating to the same occurrences, is unnecessarily wearisome; but it will be noticed that our narrative frequently is at variance as to important facts and incidents with other published works, and therefore it is necessary that the version we hold to be correct should be substantiated from varied and independent sources. The absence of many material facts from the official records, as deposited at the Navy Department, and the limbo of mistakes (as they are now called), which have necessarily followed, would, indeed, seem to offer sufficient justification for a critical examination of our entire naval history. It would, no doubt, be a great satisfaction to the American people if a full and accurate history could be compiled, which should conform to the only safe standard of history, namely, absolute impartiality, and show a readiness to award equal and exact justice to both Army and Navy, in the numerous instances where the nature of the services rendered co-operation of the land and naval forces necessary.

Our endeavors must, however, be limited to the correction of the various mistakes and misapprehensions which have arisen in relation to the events which it is our special province to describe. Private letters may easily lead a historian very far from the truth by a small mistake; and there is an instance reported in reference to this battle, that the flag-officer writes a private letter to the Secretary of the Navy, in which he states that the rebel officers said that our fire had so demoralized their troops that they could not afterwards be brought up to their work; and the commander of the fort actually went down to Captain Dove, of the "Louisville," and offered to surrender to him as the representative of the

flag-officer, who was at Cairo. Our historian takes this as the basis of historical proof that Fort Donelson was virtually captured by the flag-officer, although Foote was not aware of anything of the kind until after the work was accomplished by General Grant.

FORT DONELSON.

A very incorrect account of the action of our fleet is found in a statement from the surgeon of the gunboat "Pittsburg," published as early as February 20th, 1862, in one of the Western papers, in regard to the respective positions of all the gunboats, as they dropped out of the battle of Fort Donelson.

"The engagement of February 14 lasted one hour and thirty-six minutes. The 'St. Louis' was crippled and fell back soon after; the 'Louisville,' then the 'Carondelet,' firing as they retreated, and lastly the 'Pittsburg.' We received two shots in the starboard bow, which made her exceedingly thirsty, and she soon drank in several feet of water. We were sinking. The pumps were soon manned, and our boat is still afloat, and making herself useful as well as ornamental."

The enemy's guns being furnished with the most perfect sights then in use, were fired with surprising accuracy, and almost all their shot struck the pilot-houses, or "between wind and water," or entered one of the bow ports.

The *Record of Living Officers of the U. S. Navy* also says that after this bombardment "the rebels were so greatly demoralized that they could not be brought into effective action on the following day, which resulted in the defeat of and the surrender of Fort Donelson to Brigadier-General Grant, commanding the military forces."

Some of our historical writers also assume Flag-Officer Foote to have been present at the surrender of Fort Donelson, when the fact is that he was then at Cairo. This matter is of the greater importance because on the 20th of February, soon after the battle, a proclamation was published at Clarksville, and sent all over the country, couched in the following terms (without date) which could not do otherwise than lead to a mistaken inference.

A PROCLAMATION

To the Inhabitants of Clarksville.

At the suggestion of Hon. Cave Johnson, Judge Wisdom, and the mayor of the city, who called upon me yesterday, after our hoisting the Union flag on the forts, to ascertain my views and in-

tentions towards the citizens and private property, I hereby announce to all peaceably disposed persons, that neither in their persons nor property shall they suffer molestation by me, or by the naval forces under my command, and they may safely resume their business avocations with assurances of my protection. At the same time, I require all military stores and army equipments shall be surrendered, no part of them being withheld or destroyed ; and further, that no secession flag or manifestation of secession feeling shall be exhibited. And for the faithful observances of these conditions I shall hold the authorities of the city responsible.

ANDREW H. FOOTE.

CHAPTER VI.

AFTER THE BATTLE OF FORT DONELSON.

Congratulatory order of Flag-Officer Foote.—Precautionary Movements.—An Important Reconnoissance.—The Facts Relating thereto.—A Foolish Misrepresentation.—Failure of an Experiment.—The special Danger of Service on the Western Gunboats.—Letters of Commander Walke and Flag-Officer Foote.—Our Flotilla nearing Columbus.—The Rebel Gunboat "Grampus."

ON the morning of the 15th of February, Flag-Officer Foote followed the same course in regard to Commander Walke as at the close of the battle of Fort Henry. Notwithstanding the crippled condition of the "Carondelet," he ordered Commander Walke, with that vessel and the "St. Louis," to remain in command at Fort Donelson, while the flag-officer himself returned to Cairo in the "Conestoga." After he had sailed, however, Commander Dove, with the "Louisville," was also detained, at the request of General Grant. Before the flag-officer left for Cairo, Commander Walke called on him in the cabin of the "St. Louis," where he was sitting with one shoe off, and the foot upon his knee, complaining of a slight wound, which was not then visible through the stocking, nor considered serious; although there were several extraordinary reports circulated since, one of which was that it was struck by a solid shot of a 128-pounder.

Three gunboats remained until after the surrender of Fort Donelson, which took place on Sunday, February 16th, when they steamed up the river above the fort to Dover. There our officers and men met in good cheer. Our usual "divine service" was then performed on board the "Carondelet," as the most appropriate way of giving thanks to God, "the only Giver of victory," and under such circumstances, it makes a very happy impression on all sincere hearts.

The "Carondelet" had had two 32 or 42-pounder shot in her bow, "between wind and water," and leaked badly; her hull and

her crew being more cut up and disabled than any other gunboat of the squadron. As General Grant could then dispense with her services, she returned to Cairo for repairs. Arriving there on the morning of the 17th, Commander Walke reported to the flag-officer the success of our arms, and the surrender of Fort Donelson to General Grant. Flag-Officer Foote immediately issued the following

CONGRATULATORY ORDER.

February 17th, 1862.

"Flag-Officer Foote, the commander-in-chief of the Naval Forces on the Western waters, while he congratulates the survivors of the distinguished gunboat 'Carondelet' in the several actions so bravely fought, sympathizes with the wounded who have gloriously periled their lives in honor of the Union and the dear old flag. He also sympathizes with the friends of those gallant dead, who could not have died in a more glorious cause. Let us thank God from the heart, and say, 'Not unto us alone, but unto Thy Name, O Lord, belongs the glory of the triumph of our arms.'

[Signed] "A. H. FOOTE,
"Flag Officer."

The above order was read to the officers and crew assembled on board the "Carondelet," and then returned to the flag-officer by the bearer, in compliance with the verbal order of the flag-officer.

PRECAUTIONARY MOVEMENTS.

Being apprehensive of an attack upon Cairo, where our garrison was greatly reduced, on that morning Flag-Officer Foote dispatched the "Carondelet" down the river to Fort Holt, to watch the enemy's approach; and then proceeded himself without delay to Fort Donelson, in the "Conestoga."

On the following day the "Carondelet" with the "Pittsburg," two transports, and a few troops under Colonel Buford, were ordered on a reconnoissance down the Mississippi as far as Columbus, Ky., and about 5, P. M., beat to quarters within five miles of Columbus, and rounded to half an hour later: the "Pittsburg" following her, without firing upon the enemy's works, which appeared intact. On the gunboats returning at 5.45, P. M., the transport "D. Y. Wilson" came within hail, and was sent by Captain Walke to the "Pittsburg" to help her up stream. The "Rob Roy" came alongside the "Carondelet" and assisted her: Colonel Buford and staff came on board; and at a quarter past ten o'clock, P. M., the gunboats anchored at Fort Holt.

The urgency of this service, although entrusted to two crippled gunboats, was deemed of great importance, on account of appre-

hensions awakened by the report of Captain Porter, who described several formidable rebel gunboats seen on a reconnoissance a few weeks previous, one of which was thought from his description to be the "Manassas."

AN IMPORTANT RECONNOISSANCE.

The exigencies of the service did not permit the "Carondelet" to retire from the field of action for her much needed repairs, for on the 23rd, while she was under repairs, with mechanics on board, her commander received orders to accompany our fleet down the river on a reconnoissance near Columbus, the particulars of which must be given to correct certain mistakes on the part of some of our navy records, which have represented its effect in the light of a victory over the enemy, and which attributes the evacuation of that most formidable position to the approach of our fleet and its terrible appearance. One description magnified the effect produced by the threatening approach of our fleet by saying :

"Alarmed by the reconnoissance two days previous, the garrison had abandoned the place, and when the national forces arrived, the forts, though of unusual strength, were unoccupied."

The truth is that the enemy was compelled to change his base of operations, by the action of our military and naval forces under General Grant and Flag-Officer Foote, without any reference to this reconnoissance. The capture of Fort Henry and Fort Donelson, in the rear of Columbus, broke the enemy's line of defenses, and forced him to fall back on a base further south ; which movement the enemy had nearly accomplished on the 23rd, the day referred to. The last boat-load of Confederate stores was then on its way down the river to Island No. 10 in charge of Mr. Yocum (now of St. Louis, Mo.), and could have been easily captured, had we known what the enemy were then doing.

A TRUE DESCRIPTION

of this reconnoissance is as follows :

On the 23rd of February, the 'Cincinnati,' having on board the flag-officer, the 'Mound City,' 'Carondelet' and 'St. Louis,' steamed down the river within sight of Columbus on a reconnoissance, accompanied by the 'Conestoga,' conveying five transports, the 'Lake Erie' and 'Wilson,' with two mortar-boats in tow.

At 10 a. m., just as the 'Iron Banks' were in sight (according to the laws of the Navy, from 'time immemorial'), the 'Carondelet' mustered her crew for divine service.

As our floating castles steamed over the turbid waters of the Mississippi, threatening its hostile shores, the service of that day was most inspiring, as we endeavored to 'Remember to keep holy the Sabbath day and hallow it.' The voice of the commanding officer was heard over the silent deck, repeating the words: 'From the rising of the sun even unto the going down of the same, my Name shall be great among the Gentiles; and in every place incense shall be offered unto my Name, and a pure offering; for my name shall be great among the heathen, saith the Lord of Hosts.' The psalm for that morning seemed to us very appropriate, also."

WHEN APPROACHING COLUMBUS

the enemy fired two guns as a signal, and then sent up their flag of truce on the rebel transport "Red Rover." Our fleet, which was three or four miles distant, rounded to, and the "Cincinnati" (in advance) hoisted the white flag, and at 10.45, A. M., sent a tug with a flag of truce to communicate with the enemy's boat in Lucas Bend. At 1.45, P. M. the Confederate flag of truce returned to Columbus. At 2.30, P. M. the flag-officer ordered the "Carondelet" to remain and bring up the rear. The fleet then returned to Cairo, except the "Carondelet," which took her post on guard at Fort Holt at 7.10, P. M.

We may add to the foregoing particulars the remark that it is a very poor compliment to our sailors and soldiers to have it recorded in the naval history that the enemy fled at the appearance or sound of our great guns.

THE "CARONDELET" UNDER REPAIRS.

We now return to the history of the movements of the gunboats after the reconnoissance, to which allusion has been made. The "Carondelet," being unfit for active service, and leaking badly, was granted permission to return to Mound City, where she could be docked, and the shot-holes (received in the various battles in which she had been engaged), be promptly repaired. She accordingly proceeded thither on the 24th, reaching Mound City at 1, P. M.—was at once placed on the ways, and the work of repairing was carried on so vigorously that she came off the ways again at 11, A. M., the following day. Having gotten up steam she returned to Cairo, where the carpenters again went to work upon her. She was the last boat to be repaired (her presence in the reconnoissance on the 23rd having been considered indispensable), although the damages to the "Carondelet" in every respect exceeded those of any other

vessel in the squadron, according to the statement of William L. Hamilton, the boat builder, who repaired all the gunboats of the Mississippi fleet at Mound City, Ill.

AN EXPERIMENT THAT PROVED A FAILURE.

A day or two after, we were ordered out on the Ohio river to experiment backing up stream ; and as the "Carondelet" meandered over the wide-spread Ohio at Cairo, she looked like a lame duck, seeking a retreat from her unnatural task. The first attempt to back steadily up against the current was proof enough of her inability in that respect ; she immediately made a shear over first to one side of the river, and then to the other ; and when once prevailed upon to turn, she required the whole breadth of the river to get her head down stream again. She was then anchored by the stern, and she yawed in the same manner in a much smaller compass, but dragged her anchor at every swing. Finally, two anchors being tried, she dragged them both alternately, until they came together. So the experiment failed : like Balaam's ass, the vessel refused to keep her head in the right direction, but turned aside "out of the way," being under no control of the helm in such a strong current. Every trial proved alike unsuccessful ; but when at last an attempt was made to heave up the anchor, the mystery was increased, as it was discovered that the anchor refused to show itself, in spite of all the force which was applied to bring it home again. To be brief : after a long trial, various devices revealed the fact that the wire rope of the telegraph had caught the anchor, and held it for two hours with the utmost tenacity.

SPECIAL DANGERS INCIDENT TO THE SERVICE.

The construction of those western gunboats was so defective, that they were liable not only to be blown up in the ordinary wholesale casualties of war, by a shot through their exposed boilers and magazines, or by the torpedoes of the enemy, but owing to their furnaces being so near the bottom of the vessel, the occupants were actually placed "between two fires," as the vessels very frequently took fire. It required unceasing vigilance and exertion, including the passing and throwing of water day and night, to escape the always impending danger of burning, or of being blown up.

Another source of annoyance and distress to the crews of these vessels at this time, was the delay (sometimes for several

months) in the payment of their wages. This occurred often by the pay, destined for the men, being diverted to defray other expenses. It was a great hardship to those men, especially, who had families to provide for. We insert a letter from Commander Walke to Flag-Officer Foote on this subject, and the reply thereto. As a proof of the faithfulness of the "Carondelet's" crew, under greater hardships in this respect than any other gunboat of our fleet, being almost constantly engaged on active service, not one of her crew deserted, or, so far as we are informed, attempted to desert, which was a frequent occurrence on other vessels of our fleet, by men who had received their pay. But not so with the crew of the "Carondelet." During the first three or four months, some of the families of these men were, in consequence, turned out of their temporary homes into the street, by relentless landlords, without money, and, as reported, often without friends or credit. Every application to the captain or flag-officer, whether in the shape of written or verbal appeals, was ineffectual to obtain relief; but the efforts of the crew in this direction called forth the following correspondence:

COMMANDER WALKE TO FLAG-OFFICER FOOTE.

"U. S. Gunboat 'CARONDELET,'

"February 28th, 1862.

"SIR:

"There are so many distressing cases of want represented to me in the families of our crew who have not received any of their pay, which is contrary to your promises and arrangements in that respect. I most respectfully request that their distress may be relieved as soon as the means can be procured. I am unable to discover the cause or the remedy, as the crews of all the other vessels have been paid, I believe.

"Very Respectfully,

"Your Ob't Servant,

"H. WALKE.

"To Flag-Officer

A. H. FOOTE,

"Commanding U. S. Naval Forces,

"Commander U. S. Navy, Western States."

In reply to the above letter, the following answer, in Flag-Officer Foote's handwriting, was received:

FLAG-OFFICER FOOTE TO COMMANDER WALKE.

"Tell the men, with whom I sympathize, that I mean to have them paid regularly, that for want of treasury notes they will have to wait two or three days longer. I will arrange it satisfactorily as soon as I can do so.

[Signed]

"A. H. FOOTE,

"Flag Officer."

In the mean time every exertion had been made to complete the repairs, and on the 4th of March, at 4.30, A.M., the "Carondelet" was again on her way down the Mississippi, in company with our flotilla, composed of the following vessels: Flag steamer "Benton," Flag-Officer Foote, commander-in-chief; "Mound City," Commander A. H. Kilty; "Louisville," Commander Dove, U. S. N.; "Carondelet," Commander Walke, U. S. N.; "Cincinnati," Lieut. Commander Stembel, U. S. N.; "St. Louis," Lieut. Commander Paulding, U. S. N.; "Pittsburg," Lieut. Commander E. Thompson, U. S. N.; and "Lexington," Lieut. Commander Shirk. The transports in the rear consisted of the large steamboats, "J. T. Wilson," "Ike Hammit," "Pike," and "Wisconsin," each having five mortar-boats in tow; also the "Judge Florence," magazine-boat, and the "Great Western," provision-boat; and the flotilla was accompanied by our troops, under General Buford, in the "Silver Wave," the "Rob Roy," the "Alps," the "Hero," and half a dozen tugs, with a large number of barges and laden lighters in tow; thus making a very formidable display.

THE FLOTILLA NEARING COLUMBUS.

About 8, A.M., our fleet rounded to in the lower end of Lucas Bend, about three miles above Columbus, and drifted slowly down under the fortifications until satisfied that a flag which floated over them was, notwithstanding its odd appearance, intended to represent our stars and stripes. After having been detained two hours in ascertaining this fact, our fleet descended the river to Columbus. The forts had been evacuated two days previously, and were now occupied by twenty-five of our cavalry scouts from Paducah, Ky., under the command of Colonel Haas.

Flag-Officer Foote, after holding a consultation with his officers, and the army officers present, proceeded with his fleet, and several transports, to Hickman, twenty miles below Columbus, and there anchored in a line across the river for the night. At daylight on the following morning he continued

ON HIS WAY TO ISLAND NO. 10,

leaving the "Louisville," Commander Dove, on guard at Hickman. The morning was dark and foggy, the pilots only knowing the course and position of the fleet. The dim outline of high bluffs and tall trees, with strange echoes along the shores rather confused the "old salt of the mountain billow," who involuntarily looked around for "breakers."

About 7.30, A.M., the fog arose suddenly ahead, and behold ! just emerging from the forest of a deep bayou, the saucy "Grampus," the most notorious gunboat in those waters, appeared lying across our track almost motionless, and "close aboard." Her colors were struck and engines stopped (a token of submission), and our people, taking a long breath, thought she was certainly their prize at last.

SURPRISE OF "DARE-DEVIL JACK."

The flag steamer "Benton," being at the time in advance, our excited officers and men looked and listened for her guns ; but she was dumb, and so slow in her movements, that, perceiving her tardiness, the little "Dare-Devil Jack" (as she was called by those who trusted more to her speed than her prowess) started down the river with such astonishing celerity, like a scared rabbit, that she was beyond the reach of the "Benton's" 9-inch Dahlgreen guns, before one of them could be fired. The "Benton's" decks and guns were then in the midst of a refreshing ablution ; they were not *comme il faut* or presentable so early. And when she did fire, the shell fell short of the "Grampus" about one-third the distance, and the game (like Cuffy's rabbit) proved to be "dry eating," and unworthy of further notice officially ; and our admirable reporters had such a tender regard for the fleet and the flag steamer, that they could not mention the matter at all.



BATTLE WITH FORT No. 1, ABOVE ISLAND No. 10

CHAPTER VII.

BOMBARDMENT OF ISLAND NO. 10.

The Movements of the Confederates for a More Defensive Position.—The Attack on Fort No. 1, About Three Miles Above Island No. 10, by our Fleet, with the Mortars, on the 17th, 18th and 19th of March, 1862.—Defects of the Enemy's Position.—General Pope Cutting off the Retreat.—A Request Denied.—The Bombardment of the Forts.—“Well done, old ‘Carondelet.’”—A Critical Situation.—Effect of Erroneous Reports in our Histories.—Flag-Officer Foote's Reports Corrected.—A Brilliant Exploit.—Commodore Hollins' Iron-clads.—General Pope's Plan for Capturing Island No. 10.—Council of War on Board the “Benton.”—Captain Walke's Voluntary Offer to run the Blockade.—Strange Omissions in the Naval History.—First Example of Running Blockades on the Mississippi.—Letters of Flag-Officer Foote.

AFTER the evacuation of Columbus, the Confederates, with the view of arresting the further progress southward of the Federal arms, proceeded to re-enforce and fortify the positions held by them on Island No. 10, and on the eastern bank of the Mississippi, in its vicinity. These positions were remarkably well-chosen for defense, but just as remarkably ill-chosen for retreat, an alternative which does not appear to have presented itself to the officers by whom they were selected.

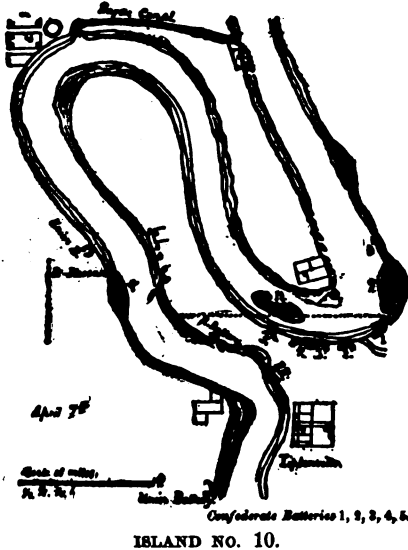
THE ENEMY'S POSITION.

On both sides of the river, nearly surrounding the points occupied by the enemy, were impassable swamps and bayous, and their only chance for obtaining supplies or effecting a retreat was by the Mississippi, south of Island No. 10.

General Pope, with an army of ten thousand men, having occupied New Madrid, on the western bank of the river, below Island No. 10, at once perceived the defect in the enemy's position, and with great promptness and energy proceeded to take advantage of it. With the cannon he had captured at New Madrid, he established a line of batteries extending from that place to a point nearly opposite to Tiptonville, fifteen miles below Island 10, over land, and twenty miles by the river. A short distance below

this begins the great swamps, near the banks on both sides of the river, containing but few spots of dry land, extending southward to a distance of sixty miles. By intercepting the navigation below

New Madrid.



ISLAND NO. 10.

Tiptonville, General Pope shut off the enemy from his only source of obtaining supplies, and of the only route by which he could retreat, as all inland communication was cut off by the swamps and bayous.

Having established his batteries and blockaded the river, it was the design of the Federal commander to cross with his army and attack the enemy's position in the rear from below. This movement, however, could not be executed without the aid of the gunboats. The enemy, anticipating it, had constructed batteries at every point on the bank of the

river, from Island 10 to Tiptonville, where troops could be landed. Under these circumstances, General Pope requested Flag-Officer Foote to send one of the gunboats past the enemy's batteries at Island No. 10 to New Madrid; a request which that officer declined to comply with, on the ground of its impracticability.

On the 17th of March the flag-officer reported that he had attacked the enemy's forts with the iron-clads at a distance of two thousand yards or *more*. On account of the rapid current the boats would have been unmanageable had they come within shorter range; they would also have been in danger of being carried under the enemy's guns, as a nearer approach would expose the sterns and quarters of the vessels, their most vulnerable points, to five or six other batteries mounting forty-three guns. While our gunboats were taking their positions in line of battle according to rank without special orders, the "Cincinnati" and "St. Louis," with the flag steamer "Benton" between them, in the center, lashed together; the "Mound City" on the extreme right, moored to the lowest point on the Missouri shore, opposite

the "upper fort," the "Carondelet" took her position on the extreme left, near the eastern or Kentucky shore. Just as the "Carondelet" had prepared for battle, however, she was ordered away by the flag-officer, who took her place, and she then steamed over to the opposite side of the river and moored (without further instructions), alongside of the "Mound City," heading down stream; the bombardment then commenced at very long range. While it was progressing the "Pittsburg" steamed over to the western bank, astern of the "Mound City" and "Carondelet," and her commander came on board the latter, and, having no orders, inquired of Captain Walke what he should do or where should be the position of his vessel in the battle, and was politely referred to the flag-officer as the proper source of all such information, in the absence of any special or general orders upon the subject. The "Pittsburg" then started to join the flag-officer on the other side of the river.

The bombardment commenced on the 17th March, at about 1, p. m., and continued until night; it was resumed on the following morning and proceeded until 11 o'clock, the enemy having in the mean time ceased firing. The flag steamer and her immediate consorts, being the most prominent, had the honor of receiving several shots from the enemy's upper battery, none of them, however, inflicting very much damage. The "St. Louis," it is said, lost fifteen killed and wounded by the bursting of her rifle gun.

On the first day a deliberate and a well-directed fire, once every minute, was kept up by order of the flag-officer; and, so far as could be observed from the "Carondelet," eight out of every ten of her rifle shell struck in or very near the batteries; the crews were now well skilled in handling the guns, and we finally silenced the upper battery except one gun. At 4.50, the flag steamer signalled to the "Mound City" and "Carondelet" to "cease firing" and those vessels answered the signal; when the latter, being insecurely moored, steamed up the river a short distance and there anchored. The "Benton," "Cincinnati" and "St. Louis" continued the action until sundown, but they did not succeed in silencing the solitary gun, which fired a parting shot just as our vessels were about leaving to anchor for the night.

Our distance from the fort while firing continued, was at least a mile and three-quarters or two miles, and our rifle guns only reached it by an elevation of eight or nine degrees. The "Carondelet" fired during this day's bombardment, seventy-five 15-second rifle shell,

eighteen 8-inch shells, twenty-five solid 8-inch shot and two 10-second rifle shells. The "Mound City" and the other three gunboats expended about the same amount, according to the allowance of time when engaged. The casualties were none, except those inflicted upon our officers and crew on board the "St. Louis" by the bursting of one of her rifle guns, which killed two and wounded eleven severely, and two slightly.

In our naval records and history only three gunboats enjoy the honor of being mentioned particularly in connection with this affair,—the "Benton," "Cincinnati" and the "St. Louis."

The position of the two latter vessels to the flag ship reminds one forcibly of the Scriptural account of Aaron and Hur holding up the hands of Moses while the battle was progressing, "until the going down of the sun"; for the "Benton" (flag ship) was in like manner supported by the two gunboats named with her, throughout the whole of this bombardment.

The "Mound City" and the "Carondelet" were present, however, on the western side of the river.

About three miles above Island No. 10, was situated the enemy's upper fort, on the Tennessee shore, which was about equi-distant between the flag steamer and these two gunboats; they being within the range of all the enemy's guns, on or above Island No. 10, while the "Benton" was beyond the range of all the batteries, except this one, with a gunboat on each side of her.

The special correspondent of the *Chicago Times*, writing from on board the flag steamer "Benton," four miles above the head of Island No. 10, Mississippi river, on March 17, 1862, narrates this bombardment, and reports that the enemy were in large force, with Commodore Hollins and his ram "Manassas"; also that two Confederate gunboats were sunk in attempting to pass the Federal batteries at Point Pleasant, and that four other gunboats, which ran by General Pope's batteries, were stopped at our New Madrid batteries. The *tout ensemble* of this narrative is devoted to the praising of the flag steamer and her consorts; and *vice versa*, to the disparagement of the "Mound City" and the "Carondelet," which were, of course, "too far away to attract his attention."

On the night following, at 11.30, P.M., on the 17th, the "Carondelet" hove up her anchor and got under way, by order of the flag-officer, and went to the mortar-boats to protect them. On the morning of the 18th, the flag-officer ordered her to drop down

again to the extreme point opposite the enemy's upper battery, and with the "Mound City," to fire a shot once in every five minutes. This order was immediately obeyed, and with her rifled guns made good shots. Nearly every time they were fired, their shell struck the fort; but all her 8-inch shell fell short, even when the guns were fired with the highest elevation which her ports would allow.

The cautious firing enjoined upon the "Carondelet" by the flag-officer's commendable care, was doubtless owing to the fact that her large rifle guns, although the most effectual while they lasted, were not constructed or modeled for such service. The reinforce of the rifle gun especially, should be much stronger than that of a smooth-bore, to be equally serviceable; and as the guns of the "Carondelet" endured much more firing at long or short range, than any other guns of the squadron, it was reasonable to suppose that they also would soon do far more damage amongst their friends than to their enemies if used much longer; and the bursting of one of these guns about that time, on the "St. Louis," was a warning. In this connection it should be remembered that the bursting of this description of gun, as well as that of the "Lady Polk" and "Lady Jeff Davis," and also those of our own fleet, when engaged in battle at Fort Donelson, killed and wounded more of their gunners than those of the enemy.

The "Benton," with her consorts on the east side of the river, and the "Mound City" and "Carondelet" on the west side, were engaged in bombarding the upper fort, firing every five minutes from 9.30, A.M.

The account of this bombardment, according to the *History of the Great Rebellion*, shows how greatly our historians have been misled. The following is a specimen of the misunderstandings, and of course misrepresentations, which are very frequent: "At 8, A.M., all the gunboats dropped down, stern foremost, to a point within one mile of the head of Island No. 10, were formed in line across the river, all headed up stream, the flag steamer several hundred yards in advance; they opened fire," &c.; this "continued with great vigor for several days." . . .

Here is another curious account: "All the gunboats heading up stream, and the flag steamer several hundred yards in advance of all of them; and they formed in a line across the river." Such left-handed compliments need correction.

The flag steamer "Benton" must, of course, be honored as usual, but it is a well-known fact that these gunboats fought with their main batteries (the bow guns), and the "Benton," "Cincin-

nati," and "St. Louis," were lashed together, and over three miles from Island No. 10, and about two miles from the nearest of the enemy's forts, which their smooth-bore guns could not reach.

It was, therefore, impossible that the flag steamer could be "several hundred yards in advance" of the above-mentioned gunboats. The "Benton" was never "within one mile" of the island before its surrender, and in this action was nearly a mile further from it than the two gunboats which were *not* mentioned.

"WELL DONE, OLD 'CARONDELET.'"

At 10.20, A. M., the flag steamer made signal to the "Mound City" and "Carondelet" to "cease firing," when the latter withdrew, giving the enemy one of her unerring shots as a parting salute, that cut down a large tree which overhung their battery, which falling with a tremendous splash into the water, had the appearance of a great explosion, and called forth the cheers of her comrades on the "Mound City," and on the western side of the river, with the exclamation, "Well done, old 'Carondelet!'"* She then returned to her former anchorage. At 12.05 the "Mound City" opened fire again at two or three minutes' interval.

At 3.55, P. M., a tug from the flag steamer boarded the "Carondelet" with orders from the flag-officer to go up for coal and ammunition. Afterwards she returned to the former post to which she had been assigned, for the protection of the mortar-boats, and there, from the mortars and gunboats, an occasional shot was fired at the forts.

March 19, early in the morning, the mortar-boats and the "Mound City" commenced firing at an early hour, shots being fired at the forts every minute or two. The shots fired by the enemy in reply generally fell short or passed over our boats without striking them. At 9.45, A. M., the flag-officer signalled the "Mound City" to cease firing. The enemy then opened fire, a few shot, from two of the lower batteries, on the mortar-boats,

* This shot was, of course, claimed for the insatiable flag steamer (by some of her correspondents), who claimed everything, although her smooth-bore 9-inch shell did not reach the enemy, but struck the water far short of the upper fort, which was the nearest to the "Benton." Nor did she or any other gunboat fire at the precise time when the "Carondelet" fired her last shot on that occasion, with her heavy rifled gun fully charged, and pointed with an elevation of about eight or nine degrees, and these facts were especially noticed. But it was not, however, more surprising that the staff officers should have claimed the credit of this shot for the "Benton" than that they and a few of their misguided friends should claim, or attempt to claim, exclusively, the credit of the capture of Island No. 10.

making some very good shots for the distance, about two and three-quarters or three miles, but did not strike them. The mortar-boats returned the enemy's fire, which soon ceased. The "Mound City" fired every fifteen minutes until 10, P. M., when the "Benton" fired one gun and the firing ceased. March 20th the "Mound City" fired a gun at the batteries with long intervals until 10.50, A. M., when the "Benton" signalled her to cease, though the "Benton" and mortar-boats continued firing at the forts leisurely, with long intervals; but the "Benton's" 9-inch shells appeared to fall short invariably. At 2, P. M., the enemy fired on us again. Some of their shot struck very near to the "Carondelet" and the mortar-boats, but did not hit any of them. As we gave them an immediate answer with our mortars the enemy ceased, no change having been made in the position of the mortars or gunboats.

March 21st, at 12.20, A. M., a light was observed at the upper battery, and the "Mound City" fired two shots at it; the "Benton" also, between 4 and 8, A. M., fired five or six shots in the same direction. The reason why the shot and shell from our smooth-bore guns did not reach the batteries, was that the charge of powder furnished for these 9-inch guns, particularly, was insufficient to enable them to throw their shell as far as other heavy guns. The mortar-boats continued firing at long intervals.

March 22nd, the mortar-boats fired two shells per hour, and with the rest of our squadron remained in *statu quo* on the Missouri shore; the gunboats fired at longer intervals. All night General Pope's guns, which were about twenty miles down the river's course from our fleet, and about six miles distant in a direct line, were plainly heard. Our transports, the "Alps," "Wilson" and "Wisconsin" came down and took all but four of the mortar-boats in tow up the river. At 6, P. M., the "Carondelet," by order of Flag-Officer Foote, dropped down about three hundred yards nearer the upper batteries, opposite, and took up position at the end of the point, under a clump of very large overhanging trees, prepared to bombard Fort No. 1.

ACCIDENT TO THE "CARONDELET."

March 23. The mortar-boats fired a bomb-shell every half-hour. The river was rising, fast overflowing its banks; the current being very strong, and the gunboats constantly steaming against it. At about eight o'clock two immense cotton-trees fell upon the "Carondelet's" decks, on the port quarter and wheel house, breaking up her boats and davits; and the hammock nettings, and sky-lights

were also stove in. These trees had been undermined by the strong current, and their fall was no doubt caused by the tremendous shocks of the bombardment, near the river bank. Every effort was made on the part of the officers and crew of the "Carondelet," to extricate her from the unfortunate position in which she was placed; and while so engaged another large tree fell with its full force across her deck, destroying everything that had escaped on the first occasion, and wounding Hugh Maguire (seaman) dangerously, and John McBride (ship's cook) mortally, several others being slightly injured. The "Carondelet" was now *hors de combat*, and in a very

CRITICAL SITUATION,

unable to move or make signals. At 10, A. M., the flag-officer sent the tow-boat "Alps" from alongside the "Benton," to assist in extricating the "Carondelet," by towing her out from the trees which held her fast. She was subsequently towed up the river, and a gang of carpenters from Cairo were occupied more than a week in partially completing the necessary repairs, the officers and crew also working night and day to clear away the wreck, and put their vessel again in good fighting trim.

In the mean time, very heavy firing was heard distinctly below Island No. 10 and New Madrid, which proved to be an attack of the enemy's gunboats, under Commodore Hollins, on General Pope's batteries below that place in the enemy's rear, which our historian describes in the particulars of the occupation of New Madrid by General Pope, with his army of twenty thousand men. "The peril of this enterprise was greatly increased by the presence below the island of the rebel gunboats," "which commanded it to the extreme range of their cannon, some of which were rifles." "Nine of these boats at some times engaged his batteries, but with little effect, because their shot and shell went mostly over the trenches, while they, lying high out of water, and above the banks, were conspicuous marks, and therefore suffered severely."

A BRILLIANT EXPLOIT..

At the Confederate Battery No. 1, about three miles or more above Island No. 10 (not on Island No. 10), a very brilliant affair took place, and deserves our highest commendation. The service was performed on April 1st, 1862, by an expedition under command of Colonel Roberts (who proposed and voluntarily executed the plan), which consisted of fifty men, in five armed barges from the squadron, fully manned and officered. It was the next day

very graphically described in the columns of the Cincinnati *Gazette*, as follows :

“A most daring exploit was performed last night by Colonel Roberts, and fifty picked men from his regiment, the 42nd Illinois. It was intensely dark, and a severe gale of wind and thunder-storm prevailed. During the height of the storm, Colonel Roberts and his men in five yawls, managed by crews from the gunboats, left the “Benton,” and with muffled oars, and under cover of the darkness, rowed down the stream in the direction of the upper battery. When within a few rods of it, a blinding flash of lightning glared upon the water, revealing the boats to the sentries. They fired five or six shots, the balls whistling overhead, doing no damage, and incontinently fled back to the camp, which is located some distance to the rear of the battery. Our men made no reply, but pulled up to the fortification, sprang up over the parapet, and in three minutes’ time spiked all the guns, six in number ; Colonel Roberts himself spiking a huge 80-pound pivot-gun. The boats returned without a man receiving a scratch.

“The guns, which had all been duly mounted within the past two or three days, some having been previously dismantled by our cannonading, were sixty-fours and eighties. The ‘Grampus’ was lying near the battery, but made no demonstration, fearing to come out in a storm.”

The fact of the “Benton” firing about the time of the starting of the expedition, gave rise to much criticism ; and a similar demonstration on the part of the same vessel near the time when the “Carondelet” started to run the blockade was also commented upon, as such a startling movement would only put the enemy more on the alert, than otherwise. It will be readily imagined that the immediate actors in these expeditions had good reason for preferring silence to the diversion which the “Benton” thought fit to make, which would surely attract the attention of the enemy to the movements of our gunboats on those occasions.

CONTINUING THE BOMBARDMENT.

Our mortars kept up a very heavy bombardment on the morning of April 1st, and the enemy replied with spirit from their floating battery for a short time. Their shots were well aimed, but occasioned no damage.

Very heavy and rapid firing was heard last night and this morn-

ing at Point Pleasant, or in that vicinity. Our mortars ceased firing at sunset.

Flag-Officer Foote says in one of his reports that "in this engagement one of the enemy's guns was dismantled, and their men at times ran from the batteries." In all subsequent reports respecting the naval operations at Island No. 10, he describes the attack as being made at long range; and hence it is evident that, although some injury might have been inflicted on the enemy's fort, the great object of reducing these works, and of capturing the enemy's forces, could not be effected or materially advanced, by the gunboats alone, owing to the position which they occupied, and the manner in which the attack was conducted. This was the opinion of our naval officers, and that expressed by General Pope, judging from his official detailed report, in which, after describing the military operations below New Madrid, on the west bank of the river (already referred to), he says: "Meantime the flotilla had been firing at long range, both from the gun and mortar-boats, at the batteries of the enemy, in and opposite Island No. 10, for seven consecutive days, without any apparent effect, and without any advance whatever towards their reduction. This result was doubtless due to the defective construction of the boats."

According to the official report of Flag-Officer Foote on the 26th of March, there were nineteen Confederate gunboats and rams in the river, among them several powerful iron-clad vessels (as then reported and believed); and some of which were then below New Madrid, under command of the indomitable Commander Hollins, who with these made several attempts to capture our fort at Point Pleasant. Hollins ran his vessels up right under the muzzles of Pope's guns, the shot and shell from which went through the gunboats at nearly every fire; one shell, according to the report of those who were on board, cutting its way through two of them, resulting in terrible destruction, and the death of many of their officers and crew. Finding his western gunboats so vulnerable, Hollins took a final leave for New Orleans, and a junior officer became his successor in the command.

The names of the Confederate vessels at Island No. 10, as reported by prisoners and refugees, were the "Livingston," mounting five guns, "Pontchartrain," seven guns, "Ivy, four guns, and "M'Rae," eight guns. There was also a floating battery of sixteen heavy guns, and the "Grampus" of two guns.

Below Island No. 10, after the capture of the island, Foote's

flotilla, while on its way to Fort Pillow, met with five of these Confederate gunboats, under the command of John W. Dunnington, of Kentucky, formerly a lieutenant in the United States Navy. They exchanged shots with our leading gunboats, the "Benton" and "Carondelet," and the shell from the enemy's vessels exploded over our boats, but our own rifle shells did not reach them; showing clearly that some of their heavy guns were of superior range.

The second ineffectual bombardment already referred to occurred on the 4th of April—the day on which the "Carondelet" ran the gauntlet. The "Benton," "Cincinnati" and "Pittsburg" came over to the western bank of the river, and moored close to the place where our gunboats and mortar-boats had been tied up for weeks, secure from all harm from the batteries above and on Island No. 10, which were two, three and four miles distant. From this remote position the above-mentioned gunboats commenced a bombardment of "*Island No. 10*," over the point of land above it.

The wreck of the steamer "L. B. Winchester," which had been sunk by the enemy, lay just above the island, and about midway between it and the Missouri shores, where the mortar-boats laid, in a chute, across the point above the island; and the object of the enemy in sinking her there, was to prevent our gunboats from running past them, through this chute, unnoticed, by which it would have been possible for a gunboat to elude the fire of the batteries on Island No. 10, and those on the Tennessee shore, and then attack them in the rear.

It was stated by our commodore that in the course of the bombardment on the 4th, this wreck was struck by our shell and burned; but the enemy said they burned the wreck themselves.

The fire from our gunboats was not replied to at all promptly, and it seemed to have no other effect than to cause the enemy to move their floating battery of heavy guns from Island No. 10; as they said, merely to place it in a more secure position, a short distance lower down; but, as our own reports allege, because it was cut adrift by our shot. Whatever was the cause which led to the removal of the floating battery, the position to which it was subsequently assigned was maintained until after the island had surrendered, when it was scuttled and turned adrift.*

Such is the importance with which this bombardment is invested by some of our naval reports and histories, that we find repeatedly

* See Official Reports.

the statement that (combined with the spiking of a few guns, about three miles above Island No. 10) it resulted in a great measure in securing victory for our fleet. In one account it is represented that there was a bombardment by these three gunboats both before and after the "Carondelet" ran the gauntlet; another history makes the bombardment to have been continuous. Thus it is intended to convey the impression that this action occurred before instead of after Captain Walke's determination to run the gauntlet, and that a safe passage was made for the blockade-runners to pass the enemy's batteries beforehand, by the spiking of No. 1 battery on the island, and those three miles above, and the displacing of a floating battery of the largest guns. For this service claim is laid to the honor of anticipating the victory, and the capture of Island No. 10, by our fleet, before the "Carondelet" passed down the river below the island, and "attacked and silenced the land batteries on the Tennessee shore," and before General Pope crossed over the river with his army to attack the enemy in the rear, both of which the historian is led to believe was unnecessary, as the enemy had already surrendered to the threatening appearance of our fleet, without a struggle. In fact, the variations of the history and reports published of this event, have so befogged the facts and circumstances, in regard to the actions of our gunboats, that very few writers have attempted to give us a full, clear and satisfactory account of it.

A PERVERSION OF FACTS.

All who have any knowledge of the subject, will readily perceive that such stories throughout are but a plausible and transparent delusion, for which the honor of our Navy must suffer until it is corrected. The actual facts were quite easily misunderstood, however, by the ambiguity of the official despatches, by which Fort No. 1 was mistaken for the first or upper fort at the head of Island No. 10. All the enemy's batteries, on shore and afloat, opened fire for the first time with all their vigor, upon the gunboats when they ran the blockade, excepting the upper battery or Fort No. 1, which the "Carondelet" passed unobserved at a distance of over a mile, and then she passed within one hundred, instead of "three hundred yards" of those on Island No. 10. Fort No. 1, on the Tennessee shore, was then nearly overflowed. The floating battery before mentioned was never moored at the head of the island, so far as could be seen; but about half the length of the island down the river, on the middle of the northern side of the island, and it

was so far from our gunboats and mortar-boats, when they bombarded the island on the 4th of April, that it was scarcely visible with good marine glasses. It afterwards fired upon the gunboat "Carondelet" when she ran the gauntlet.

Flag-Officer Foote's official report of spiking Battery No. 1, above Island No. 10, on the Tennessee shore, reads as follows :

" U. S. Flag Steamer ' BENTON,'
" OFF ISLAND No. 10,
" April 2nd, 1862.

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

" SIR :

" Last night an armed boat expedition was fitted out from the squadron and the land forces at this point, under command of Colonel Roberts, of the 42nd Illinois Regiment. The five boats comprising the expedition were in charge of First Master G. V. Johnson, of the ' St. Louis,' assisted by Fourth Master Geo. P. Lord, of the ' Benton,' and Master's Mate Scoville, of the ' Mound City,' each with a boat's crew of ten men from their respective vessels, and carried in all one hundred men, exclusive of officers, under command of Colonel Roberts.

" At midnight the boats reached the upper or No. 1 Fort, and pulling directly in its face, carried it, receiving only the harmless fire of two sentries, who ran after discharging their guns, while the rebel troops in the vicinity rapidly retreated. Whereupon Colonel Roberts spiked the six guns mounted in the fort, and retreated with his boats uninjured. The commanding officer compliments all under his command for coolness and deliberation, and as being ready to perform more hazardous service had it been required to fulfill the object of the expedition.

" Very Respectfully,
" A. H. FOOTE,
" Flag-Officer."

THE SITUATION FROM ANOTHER STAND-POINT.

It may be judicious to take a more comprehensive view of the situation at this time, somewhat different to that which is taken by the writers of our history. For instance, Fort Donelson repulsed a squadron of four gunboats, giving them a terrible battering. Columbus was considered the most formidable of all the Confederate fortifications in the west—"the Gibraltar of the west." But Flag-Officer Foote informed the honorable Secretary of the Navy, that Island No. 10 was still more impregnable and "harder to conquer" than Columbus. Yet, soon after, we are gravely informed by the Secretary of the Navy, and subsequently by our naval historian, that a few rowboats, officered and manned from five of our gunboats, succeeded in effecting a landing on Island No. 10. The historian's statement is as follows :

“It appears that the battery at the head of the island, whose guns were spiked in the night expedition of boats under Colonel Roberts, was the one mainly relied upon by the rebels. It mounted eleven guns, and a boat would have to pass within three hundred yards of this strong work.”

Nevertheless the crews of these rowboats accomplish their landing quite easily, and without loss. So, then, if all this be true, we have suggested to us a simple calculation in the “double rule of three,” viz. : if Colonel Roberts, with five rowboats, captured and spiked the guns of the main battery on Island No. 10 (as stated) in three minutes, how many minutes should it take six iron-clad gunboats to capture the island after its main battery of “eleven guns had been spiked,” and the floating battery of “sixteen heavy guns,” as then reported, had been driven away down the river, scuttled and wrecked, on the 4th of April? If all this had been as stated, Foote certainly ought to have taken Island No. 10 immediately thereafter; and if that distinguished officer had done so, his entire fleet and General Buford’s little army could have joined with the forces under command of General Pope, and thus have followed up the advantage so quickly, as to have met Farragut near New Orleans, instead of above Vicksburg.

Notwithstanding the abundant proof as to the actual facts, such blunders occur in our naval records and history.

The battery in which the six guns were spiked by Colonel Roberts, of our Army, was *not* on or near to Island No. 10, but about three miles east of it, in the bend or turn of the Mississippi, on the Tennessee shore. The achievement was the voluntary action of Colonel Roberts, and was originated and carried out independent of, and unconnected with, any other scheme then known; certainly not because this battery was ever likely to prevent a gunboat from passing down the river at that stage of high water, when it could be very easily avoided, so far, at least, as to be harmless.

But there are many other mistakes which are quite as bad, and worse, in other histories than those of our naval histories, but more excusable. One historical account, especially, in a “Sketch of General Pope,” to be found in “*The History of the Civil War in the United States*, by S. M. Schmucker; revised and completed by Dr. L. P. Brocket,” wherein, at pages 206 to 209 inclusive, Island No. 10 is represented as having surrendered to Flag-Officer Foote in consequence of his “tremendous bombardment,”

that being (according to the writer) the only attack made upon the enemy's works. General's Pope's army is said to have then marched to Tiptonville, but how this march was accomplished, with the Mississippi between them, we are not informed.

A MISLEADING PICTURE.

Of course, we are quite prepared to admit that a faultless history could not be expected, especially in consideration of the conflicting nature of the information reported as authentic, and perhaps never more so than in this rebellion. It was impossible to avoid mistakes when there were so few accounts rendered that were not more or less partial and interested. Neither can our Navy Department now remedy the evil. Reporters, politicians, artists and lithographers were sometimes employed with much pains and expense, that they should magnify the actions of our fleet, and the deeds of our warriors, pretty much in proportion to the personal influence or inducements offered. Some of the pictures, in particular, are good specimens of this artifice and humbug; among them being one purporting to represent this bombardment of Island No. 10, under which it surrendered on the 7th of April, 1862. The picture is intended as a complete bird's-eye view—twenty-two and a half inches by sixteen inches—in very brilliant colors, in which, however, the artists and artificers have, at great pains, succeeded in misrepresenting the so-called capture of the island; but no such scene, or anything like it, occurred there. Gunboats and mortars present are portrayed (see photograph herein), as all firing at once; and all the gunboats, except the "Taylor" and "Lexington," are steaming rapidly down upon the island (which, by the way, has come up to meet them about two miles from its usual position, and is very considerably elongated), and all the Confederatè batteries blazing away at a frightful rate. This picture is entitled—

"Bombardment and capture of Island No. 10 on the Mississippi river, April 7th, 1862, by the gunboats and mortar fleet under command of Commodore Foote, with his flotilla, which left Cairo March 14th, and arrived at anchorage above Island No. 10 on the afternoon of the following day, and immediately opened fire on the forts, which was continued day and night until April 7th, when at midnight the rebels surrendered, and the whole island, with all its vast munitions of war, fell into our hands, after having withstood the bombardment for twenty-three days."

In the construction of the picture the flag steamer "Benton,"

the most formidable gunboat, has the post of honor, of course. This picture is such a remarkable illustration of the above-mentioned works, that they all appear to have been designed by the same clique of artists. The true position of our gunboats on this occasion, in relation to each other, was nearly *the reverse* of this representation; the "Carondelet" and "Pittsburg" being then down the river, twenty miles below Island No. 10, and having, with our army, under General Pope, actually gained the victory twelve hours previous to the surrender of the island to Commodore Foote. But here these gunboats are placed prominently in the rear.

It will be interesting as well as instructive, to give the reader the facts and impressions of an intelligent "landsman," a *disinterested eye-witness*," as reported by the *Missouri Democrat*. The subjoined letter was written from the flotilla under date of April 4th, 1862.

"We were all most gloriously disappointed yesterday in anticipating a big fight. Early in the morning Captain ——, of the 'Benton' made some very mysterious visits to different boats of the squadron, and at one time was seen very earnestly spying at the rebel battery from the pilot-house of one of the tug-boats, which for this purpose had been taken to a favorable position on the Missouri shore. This was all entirely out of the ordinary routine, and, of course, created among observers expectations that something was to be done.

"At ten o'clock a body of sailors about an inclined derrick on the fore-castle of the flag ship could be heard singing, 'Heave away, my hearty fellows: heave away,' and seen surging backwards and forwards, as if heaving the ponderous anchor which for more than two weeks, to the great disgust of newspaper reporters, has held the advance of the fleet motionless. The 'Cincinnati,' which for a long time had imitated with offensive consistency the immobility of the flag ship, was also discovered increasing her steam, and getting ready for the change of programme so anxiously awaited.

"'What does this mean?' was the question exchanged between lookers-on who had not been admitted to the profound secrecy of the 'Benton.' The upper rebel battery was not again to be stormed, for it had evidently been most effectually silenced by a daring spiking party last Tuesday night. The fleet was not about to return to Cairo, for Commodore Foote does not know how to withdraw from an undertaking, and in this respect, is not unlike the little drummer-boy, who, upon being asked to beat the retreat, after giving a number of the other calls, said he never had been taught it.

We soon had no occasion for speculating about what was to be done, for the gunboats headed over to the Missouri shore, and were seen leisurely taking a position to serve their broadside guns at the floating battery; an indistinct view of which was obtained while it lay partly submerged under a steep bank, twenty-five feet high, on the west side of the notorious Island No. 10. A thrifty-looking peach orchard in full bloom, stood upon the bank just over the battery, and enabled our gunners, more than anything else, to acquire the range.

"The 'Carondelet' and 'Mound City,' not being so situated as to take part, and at the same time exposed to a return fire, withdrew to a less dangerous position; the 'St. Louis' also was not invited to participate, and remained at anchor in the stream. At 11 o'clock the 'Cincinnati' fired the first shot; she was soon followed by the 'Pittsburg' and 'Benton.' The decks of the non-combative transports were covered with spectators, who, closely watching the exploding shells, commented upon their effectiveness, and held themselves in readiness to dodge the shrieking shot which were momentarily expected from the rebels. None of these came, however, and their unutterable placitude was most contemptible.

"Our shooting was less frequent, and seemingly less determined, than on the day of the first bombardment; and for the first two hours, we thought it simple wariness on the part of our officers, resulting from a purpose to enter more gradually upon a more resolute conflict; but we were deceived when after three hours the fire slackened instead of being increased. The 'Benton,' long before darkness set in, and without any special necessity, hauled near to the Kentucky shore apparently reflecting thereby the opinion of the commodore, that more had been undertaken than could be accomplished. This view of the matter, we think, was well taken, for, with the aid of good glasses, no damage was seen to be done by our shooting, the enemy not even appearing annoyed, and at best the policy of reducing a line of batteries by opening upon the one most remotely situated, being exposed in the mean time to the fire of the others, appears to us a little strange.

"Little reverses of this kind, or probably they may more appropriately be denominated failures, give great comfort to the rebels, and will encourage them to a more desperate defense when the final struggle comes, than they might otherwise make. To-day everything hereabouts has assumed its former attitude. The

transaction of yesterday has been almost forgotten, and remembered, if at all, as one of much noise but of little significance."

True enough, the young and ingenuous reporter could not then see the significance of this sudden and mysterious movement of these gunboats, or the incentive which broke up their "masterly inactivity." But now the pages of our history will show him that a great victory was then expected to be gained by our army; and by this attack (in appearance at least) our fleet could ultimately lay claim to the credit of capturing Island No. 10.

GENERAL POPE'S PLAN OF OPERATIONS.

Colonel Bissell, of the Engineer Corps, had some time previously been directed by General Pope to examine the swamps on the west bank of the river, above and near Island No. 10, and ascertain whether or not a canal could be constructed from a point above Island No. 10 to New Madrid. From his report it appeared practicable to make a channel through the swamps, of sufficient depth to admit the passage of light-draught boats, and the work of opening the channel was immediately commenced.*

It was the design of General Pope to make the canal deep enough for the gunboats; but the difficulty of the undertaking was too great, and the time when the river would fall faster than he could dig being near at hand, it was found impossible to accomplish the task as at first proposed, within the time required, if at all. There appeared, moreover, but little prospect of General Pope obtaining any aid from the flotilla; and he accordingly ordered the construction of several floating batteries, made from heavy coal barges, with which he hoped to silence at least a part of the enemy's forts, to enable his army to cross the river. But General Pope did not fully rely upon their ability to cope with the heavily-armed and strongly-built forts of the enemy; and he continued to urge upon Flag-Officer Foote the necessity of sending down one, two, or three of his gunboats, to render the most essential assistance. In one of his letters to that officer, General Pope says: "I am thus urgent, sir, because the lives of thousands of men, and the success of our operations, hangs upon your decision."

Notwithstanding the repeated solicitations of General Pope,

* We ask the attention of the reader to the above particulars, to controvert explicitly the idea that this plan of operations should be accredited to the flag-officer.

Flag-Officer Foote *was unwilling to assume* the responsibility of ordering a movement, the practicability of which he was personally very doubtful, and which was also opposed by nearly all his officers. In his report to the Secretary of the Navy, dated March 20th, 1862, Flag-Officer Foote, in support of his opinion, resting upon the advice of a council of his officers, says :

“I send to-night to sound in a narrow and shallow channel, in hopes the present rise of water will enable me to dispatch a small steamer, with light draft, to General Pope, near New Madrid ; * who, as I have already informed the Department, has several times requested that I would send him two or three gunboats, to enable him to cross over to the Tennessee side, with the view of attacking the rebels in the rear at that point, while we make the attack in the front, or river side. I am apprehensive, however, from our ill success thus far, that this project may not prove feasible. To-day, for the first time since I have been in command of the flotilla, I called a council of war with the view of ascertaining the opinion of the officers, with reference to sending, or attempting to send, aid to General Pope. The officers, with one exception, were decidedly opposed to running the blockade, believing it would result in the almost certain destruction of the boats which should attempt to pass the six forts, with fifty guns bearing upon the vessel.”

A council of war “for the first time,” was called by Flag-Officer Foote, as it appears in the above letter, on the 20th of March, 1862. Where it was held, or who were present, does not appear therein : but one nameless officer was not “opposed to running the blockade.”

This council appears to have been a secret one, of which we know nothing, except by the above letter. The actual council, at which a decision was made, was held on the 28th or 29th of March, 1862, on board the flag steamer. At this council was read the letter of General Pope, already referred to ; and then the flag-officer invited the commanders to retire, as he said he would take the opinion of each, separately and privately. It happened that in the order of rank, the second officer called was the commander of the “Carondelet,” who, upon being asked his opinion on the subject of running the blockade, earnestly advised the admiral to send a gunboat down to General Pope (nearly in these words),

* This attempt to send a small steamer with light draft through a little bayou, to New Madrid, is a very clear indication that no gunboat was then intended to be sent there.

"if he thought her services below Island No. 10 would justify the risk." On being immediately asked whether he would undertake to pass the enemy's batteries with the "Carondelet," Captain Walke replied that he would. The admiral then said he would send Captain Walke his orders, and that he should or would be rewarded.*

It was considered advisable and desirable, that none but volunteers should take part in this exceedingly hazardous expedition, as it was then considered, and as it was known to Captain Walke, that one of the officers of the "Carondelet" would probably decline to go voluntarily, the admiral sent for him afterwards; and at the suggestion of Captain Stembel, Mr. Hoel, first master of the "Cincinnati," was sent for, and he consented to accompany Captain Walke on board the "Carondelet," and the disaffected officer was excused.

It was under the circumstances just recounted—when it was known that the whole success of General Pope's operations depended upon one, at least, of our gunboats effectually running the blockade—that Captain Walke, confident of the *morale* of his command, offered to take the "Carondelet" past the batteries. Various accounts are given in reference to this matter in our histories. In one of them it is said that "the 'Carondelet' undertook" to perform this service; while the important fact that it was the advice of Captain Walke to send a gunboat to General Pope, which was so highly appreciated by the admiral, is overlooked or suppressed entirely. Captain Walke could not have been guilty of such presumption as to have assumed the responsibility of rushing into the admiral's presence, volunteering his advice, and offering to go on that dangerous expedition, without first being asked, and impressed with the importance of the service which might be rendered by his gunboat below Island No. 10. It was after hearing General Pope's letter read, and when Captain Walke's opinion and advice were asked, that he told the flag-officer that if the services of a gunboat would justify the risk he certainly would send the gunboat desired, and being asked if he would run the gauntlet himself, replied that he would.

Certain parties have tried to take from Walke the credit of this enterprise, by their accounts of it, by stating that General Pope's

* We are convinced that this council of war was not consulted to carry out the flag-officer's plan of operations, but to relieve himself of the responsibility of complying with the request of General Pope to co-operate with him in a plan which he, Foote, did not approve of. See his official reports.

plan of sending a gunboat past the batteries was abandoned after the council of war, and then giving a long account of the operations of our fleet above the island (which had previously occurred), to convey the idea that all this work by Flag-Officer Foote, and the length of time to accomplish it, had superseded Pope's request; but that the bombardment of the island, and the spiking of the guns on Fort No. 1, had then enabled him to risk one of his gunboats in running the batteries to secure the capture of Island No. 10, without reference to the operations of General Pope. And such are the statements of the most beautiful and confident writers on our naval affairs, during the rebellion, that the latest production has at last accredited Flag-Officer Foote with all the honors, as the projector and executor of all these successful operations, which, according to their accounts, required a hard struggle of twenty-three days to accomplish.

A GUNBOAT URGENTLY NEEDED BY GENERAL POPE.

The critical appearance of affairs at this time may be imagined from the nature of some of the published letters of the flag-officer. In one of them Admiral Foote says :

“General Pope has no transports, and, without our reaching him by running the blockade, is unable to cross over to the Tennessee side from New Madrid, where he now is in force; and it is impossible for him, from the inundated state of the country, to send or march his troops to this point.”

In another letter also the flag-officer alludes to the naval forces of the enemy below Island No. 10, and advises General Halleck and Commander Pennock, at Cairo, to prepare for the worst, “in case he should be overpowered.” He also alludes to that report in similar letters to the Secretary of the Navy, before and since Walke ran the gauntlet, of the serious apprehension of a formidable attack upon our fleet by that of the enemy, from New Orleans and Memphis. And the order to be on the alert, was extended to all the other officers in command on the Mississippi, above Island No. 10. But after the apprehended dangers were overcome by the gunboats under command of Captain Walke—the “Pittsburg” and some others having followed that officer's example when the possibility of successfully running the blockade had been demonstrated—many efforts were made to detract from the meritorious services of those who were first to make the venture, and who subsequently, with the army at New Madrid, achieved such glorious results.

CHAPTER VIII.

RUNNING THE GAUNTLET AT ISLAND NO. 10.

Preliminary correspondence of the Commander-in-chief.—What was required of the "Carondelet."—Running the blockade.—Flag-Officer Foote to General Pope.—A description by a correspondent.—Captain Walke congratulated on his achievement.—Importance of the service rendered.—Letter of Flag-Officer Foote to General Pope.—Captain Walke's report.—A contemplated attack by the fleet which was never made.—Unequal praise.—A description by the correspondent of *The New York Times*, and also by the only correspondent on board the "Carondelet," from *The Missouri Democrat*.—Faithful word-painting.

FLAG-OFFICER FOOTE TO GEN. HALLECK.

"Flag Steamer 'BENTON,' OFF ISLAND NO. 10,
March 26, 1862.

"GENERAL:

"In view of the rebels having, as is reported, thirteen gunboats at New Orleans, irrespective of four or five below New Madrid, with the 'Manassas' ram at Memphis, I respectfully suggest, in the contingency of their passing up the river, that it would be desirable to have a river battery placed at Columbus, which would sweep the river below that point. Cairo, being now overflowed, presents a less defensible position than Columbus.

"I am very Respectfully,

"Major-General

H. W. HALLECK,

Com'd'g St. Louis, Missouri,"

"A. H. FOOTE,

"Flag-Officer.

Copies of two letters referred to on preceding pages.

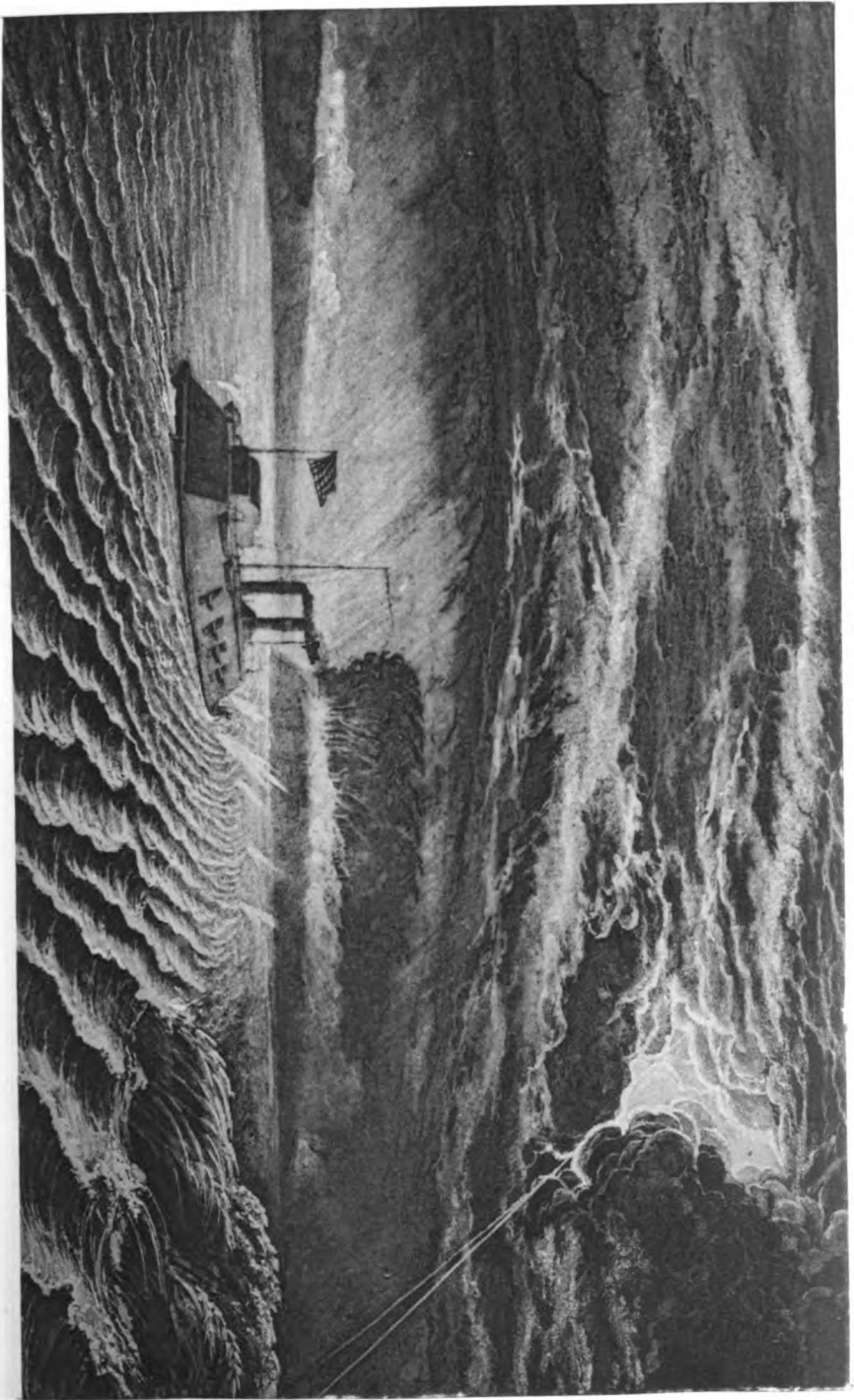
FLAG-OFFICER FOOTE TO COMMANDER PENNOCK.

"Flag Steamer 'BENTON,' ISLAND NO. 10,
March 26, 1862.

"SIR:

"You will inform the commanders of the gunboats 'Cairo,' 'Taylor,' and 'Lexington,' not to be caught up the rivers with too little water to return to Cairo. They, of course, before leaving, will consult the generals with whom they are co-operating. As it is reported, on the authority of different persons from New Orleans, that the rebels have thirteen gunboats finished and ready to move up the Mississippi, besides four or five below

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CARONDELET RUNNING THE GAUNTLET AT ISLAND No 10

New Madrid, and the 'Manassas,' or ram, at Memphis, the boats now up the river and at Columbus or Hickman should be ready to protect Cairo or Columbus, in case disaster overtakes us in our flotilla.

"Respectfully,
 "A. H. FOOTE,
 "Flag-Officer."

DANGERS OF RUNNING THE BLOCKADE.

In a letter written by Commodore Foote to General Pope, the risk to which any boat attempting to run the blockade would be exposed, and the galling fire which could be brought to bear upon it from the forts, are thus described. The letter is dated on the 6th of April, two days after the gauntlet was run, and reads thus : "If it did not sink the gunboat, we would, in the Navy, consider the gunners totally unfit for employment in the service ; and, therefore, my responsibility for the lives of the officers and men under my charge, induces me to decline a request which would, especially without protection to the boat, were the rebels at all competent to perform their duty, result in the sacrifice of the boat, her officers, and men, which sacrifice I would not be justified in making ; certainly not now, when by your admission it will be easy for the new rebel steamers, reported to be on their way up the river, to pass your batteries in the night ; and if they meet my squadron, reduced by loss, so as to be unable to cope with them, can continue up the Mississippi or Ohio, to St. Louis or to Cincinnati." Attention is invited to the tone and expressions of the flag-officer on these various occasions, before and since his order was written to Captain Walke, dated March 30th, 1862 ; his letters to General Pope, as given above, compared with his reports to the Secretary of the Navy, and to General Freemont, on or about the 5th or 6th of April, containing the anxious views of the commodore concerning his flotilla ; and those also which were written after the surrender of Island No. 10, to be convinced of the effect which Captain Walke's advice, and the important results as they progressed to secure the victory, which the flag-officer's friends now claim entirely as the fruit of his labor.

The first cheering hope for the success, after the waning fortunes of our fleet, appears in the following letter of the flag-officer to the Honorable Secretary of the Navy :

"U. S. Flag Steamer 'BENTON,' OFF ISLAND NO. 10,
 April 5, 1862.

"SIR:

"I have the honor to enclose several letters and papers referring to our

action here within the last three or four days. By spiking the rebel guns in one fort, and compelling the floating battery to cut adrift from her moorings, on the following day, from our effective firing on her; these have enabled the 'Carondelet,' Commander Walke, to run, as I hope, successfully, the blockade, and join General Pope at New Madrid, who has been urging me to send him one or two gunboats, to cover his troops while he lands in force to attack them in front.

While the 'Carondelet' was running the blockade last night in the midst of a heavy thunder-storm, the batteries opened upon her with *forty-seven guns*; still, as the preconcerted signals with that vessel of firing minute guns was made as far as the heavy thunder would enable us to hear, I trust that she is now safely at New Madrid.

"I have the honor to be, Your Ob't Servant,

"A. H. FOOTE,

"Flag-Officer.

"HON. GIDEON WELLES,

"Secretary of the Navy, Washington, D. C."

In an excellent report of this achievement by a correspondent of the *Cincinnati Commercial*, from the gunboat "Cincinnati," above Island No. 10, the writer says: "Flash after flash, boom after boom, in concert with the lightning and thunder of nature, made us almost despair of the safe passage of the brave men, on that daring craft; but the God of Battles was with them, and He who 'holds the waters in the hollow of his hand' bore them safely through. Fifty-one guns were fired at her; but, when we had almost given her up as lost, the heart-gladdening signal of her safety came hurling through the air, making our souls leap for joy, and our hands clasp with a fervor of feeling that few have felt."

Very few would ever wish to withhold the highest honor from General Pope and his officers, Generals Hamilton and Bissell; or from Flag-Officer Foote, and the officers and men of the Navy who executed their instructions below Island No. 10.

The following is a copy of the order issued to Captain Walke, by Commodore Foote, when the "Carondelet" was about to start to run the blockade:—

FLAG-OFFICER FOOTE TO CAPTAIN WALKE, U. S. N.

"U. S. Steamer 'BENTON,' OFF ISLAND NO. 10,

March 30th, 1862.

"SIR:

"You will avail yourself of the first fog or rainy night, and drift your steamer down past the rebel batteries, on the Tennessee shore and Island No. 10, until you reach New Madrid. I assign you this service as it is vitally important to the capture of this place that a gunboat should now be at New Madrid, for the purpose of covering General Pope's army while cross-

ing that point to the opposite or Tennessee side of the river, that he may move his army up to Island No. 10, and attack the rebels in the rear, *while we attack them in front*. Should you succeed in reaching General Pope, you will freely confer with him, and adopt his suggestions, so far as your superior knowledge of what your boat will perform will enable you to do, for the purpose of protecting his force while crossing the river. You will also (if you have coal, and the current of the river will permit), steam up the river when the army moves for the purpose of attempting their fortifications. Still, you will act cautiously here, *as you now will be the only boat below*. You will capture or destroy the rebel steamboat "Grampus," and the transports, if possible, between this place and Island No. 10, at such time as will not embarrass you in placing yourself in communication with General Pope, at the earliest possible time after leaving this place. On this delicate and somewhat hazardous service to which I assign you, I must enjoin upon you the importance of keeping your lights secreted in the hold or put out, keeping your officers and men from speaking at all, when passing the forts, above a whisper, and then only on duty, and of using every other precaution to prevent the rebels suspecting that you are dropping below their batteries. If you successfully perform this duty assigned to you, *which you so willingly undertake*, it will reflect the highest credit upon you, and all belonging to your vessel; and I doubt not, but that the government will appreciate and reward you for a service which, I trust, will enable the army to cross the river, and make a successful attack in the rear, while we storm the batteries in front of this stronghold of the rebels. Commending you, and all who are under your command, to the care and protection of God, who rules the world and directs all things,

"I remain, Very Respectfully Your Ob't Servant,

"A. H. FOOTE,

"Commander "Flag-Officer Com. Naval Forces Western Waters.
H. WALKER, U. S. N.,
Commanding U. S. Gunboat 'Carondelet.'"

"P. S. Should you meet with disaster, you will, as a last resort, destroy the steam machinery, and if possible to escape, set fire to your gunboat or sink her and prevent her from falling into the hands of the rebels.

"A. H. F."

What was required of the "Carondelet" very clearly appears in this extraordinary order of the flag-officer, which has been published in nearly every book which treats of this subject. But it is evident that none have attempted or pretended to consider the extent of its requirements from the "Carondelet." For their perfect accomplishment would not fall short of an exclusive victory for that vessel. The order alone will convince the professional reader, acquainted with that locality, that the services demanded of that gunboat far exceeded anything which the fleet had accomplished or attempted, notwithstanding the empty boasts of its victory. She was not only to run the blockade successfully,

but to capture or destroy the enemy's gunboat "Grampus," and the transports which were moored under their batteries at Island No. 10, and also those between our fleet and Island No. 10; and in addition to all this, to communicate with the least possible delay with General Pope. The possibilities shadowed forth in the orders to Captain Walke, and the task which he "so willingly undertook," appeared to be considered of too hazardous a nature to be undertaken by the whole fleet above Island No. 10; especially when an attack from the enemy's fleet was daily expected. This order, therefore, meant business, and such as could not be done without a victory. Although these orders were too intricate and ambiguous to be carried out to the letter, Captain Walke appreciated them, as they clearly evinced the confidence which was placed in his wise discretion, which had before undergone tests that had been very thorough and satisfactory.

On the 4th April, Acting First Master Hoel joined the "Carondelet," all preparations being made to run the blockade of the enemy's forts on and about Island No. 10. Captain Walke sent an officer to the flag-officer with the information that the "Carondelet" would run the gauntlet that night, if it would meet his approbation; and, upon receiving a favorable answer, at 8, P. M., the "Carondelet" went a short distance up the river, and took a barge laden with coal and hay on her port side. Where there was no iron plating on the sides of the vessel forward and aft, it was protected with bales of hay, lumber, chain-cables, &c.; the coal barge being lashed to her port quarter, to protect the magazine and shell rooms. Her upper deck was covered, also, with lumber, cord wood, coal bags, chain-cables and hawsers: cables and ropes were coiled round the pilot-house, from twelve to eighteen inches thick, and heavy timber, with all her available iron, was securely placed as a barricade around the boilers and engine-room; and it was truly said, "The brave old 'Carondelet' looked like a farmer's team, preparing for market." Captain Walke, being put on his own resources, was visited by General Buford, who rendered all the assistance in his power, and was with the captain all the preceding day, on the "Rob Roy," searching for the suitable barges. The general was accompanied on board that night by Captain Hottendorff, of the 42nd Illinois, and twenty-three sharpshooters of his command who volunteered to accompany her. He also remained on board to the last moment, to give the captain and his brave officers and crew a hearty farewell with every encouragement from the Army officers. No officers of the fleet were present, although by some of them it

was said, the "Carondelet" was going into "the jaws of death," and from them cheer was not expected.

All the arrangements being completed, the captain briefly addressed the crew, on the character and importance of the enterprise in which they were about to engage; and concluded by giving the orders required for the occasion; "all ready, cast off the hawsers;" all having expressed their readiness for the adventure. The "Carondelet," being one of the slowest vessels of the fleet, was difficult to manage; on this occasion, particularly, she was very hard to steer or turn. The weather indicated rain, and a heavy storm was coming up the river rapidly. As soon as the "Carondelet" was cast off, her bow was slowly turned to the westward. Heading for Island No. 10, she drifted silently past our fleet until clear of the first point, when she steamed down the river with all speed, heedless of the enemy's shot, and a tremendous black storm which came roaring up the river, threatening to sweep destruction over land and water; with awful blasts of lightning and thunder, the artillery of heaven and earth combined to crush the daring intruder as she passed through the blinding storm; like that which the inspired psalmist so vividly describes: "The waters saw Thee, O God, the waters saw Thee, and were afraid: the depths also were troubled. The clouds poured out water, the air thundered, and Thine arrows went abroad." We prefer, however, to give our readers some of the most perfect pictures of this adventure, by the best writers who actually witnessed the scene.

FLAG-OFFICER FOOTE TO GENERAL POPE.

U. S. Flag Ship "BENTON," OFF ISLAND NO. 10,

April 4, 1862. .

"GENERAL:

"The 'Carondelet,' Captain Walke, left her anchorage this evening at 10 o'clock, in a heavy thunder-storm, for the purpose of running the fire of the batteries at Island No. 10, and those lining the Tennessee shore, to join your forces at New Madrid. By a previous concerted signal of three minute guns, twice fired, at intervals of five minutes, which have since been heard as near as the heavy thunder would enable us to ascertain, leads me to hope that the blockade has been run successfully, although the batteries opened upon her with forty-seven guns while passing. I am, therefore, so exceedingly anxious to hear the fate of the noble officers and men who so readily were disposed to attempt the hazardous service, that I beg you will immediately inform me by the bearer, if Commander Walke has arrived with his vessel, and the condition in which you find her and her officers and men.

"I am Respectfully, Your Ob't Servant,

"To Major-General
JOHN POPE,

"A. H. FOOTE,
"Flag-Officer.

Commanding Army at New Madrid, Missouri."

The following is an extract from the correspondence of the *New York Times*, above Island No. 10, April 5th :

“At 10 o'clock she cast loose, and started slowly down the stream. At the same time heavy clouds had overspread the sky, and a genuine tropical thunder-storm came howling upon the river. It did not rain, in the ordinary meaning of the word, but whole gulfs of water came pouring down in masses. Nor did it thunder and lighten, in the usual meaning given to those words, but it roared at us as if all the electric batteries of north, south, east and west, had concentrated their forces, and were bellowing at us in unison, while the lightning, in each broad flash, was so vast and so vivid that it seemed as if the gates of some hell, like that of Milton, were opened and shut every instant, suffering the whole fierce reflection of the infernal lake to flash across the sky. At such a time the ‘Carondelet’ lifted her anchors and slowly swung into the stream, watched through the almost blinding flashes by thousands of eager eyes, whose owners, regardless of the driving storm, crowded the decks of the other gunboats and transports to watch the heroic undertaking. Slowly she swung round till headed down stream, and then pushed straight ahead, keeping well over towards the island. We could see her almost every second ; every brace, port, and outline could be seen with startling distinctness, enshrouded by a bluish-white glare of light, and then her form for the next instant would become merged in the intense blackness that lay upon the river like a pall.

“With beating hearts we saw her arrive opposite to and pass the first battery, on the Kentucky shore, without a demonstration from the enemy. But just below was another battery whose guns had often pitched their immense balls a distance of four miles ; and with hearts whose beatings could almost be heard beneath our jackets, we watched her slowly approaching in checquers of darkness and flame, the dreaded works. A crashing peal of thunder, a blinding flash of light, which scarcely had disappeared when a broad blaze of flame burst from the fortifications, followed immediately by a second and third ; a few moments later, and the reports came up to us, dulled by the power of the storm. No reply from the ‘Carondelet.’ Slowly she steamed ahead, the sky all ablaze about her, the Kentucky shore vomiting fierce flames, the thunders of the storm and the roar of the rebel artillery commingling ; as if heaven and earth had joined to crush the audacious intruder.

“In about twenty minutes the ‘Carondelet’ had passed below

the island, chased all the way by the outbursting flashes along the shore, roared at by the thunders above, beset by the rain and buffeted by the savage winds. Then the flashes along the shore ceased, and then a few moments of terrible suspense. Had she gone down, or was she drifting helpless in the swift current? Just then the roar of a gun came up faintly from below, and then another and another. It was the signal that she had passed through safely; and then there went up such thunders of cheers, and hurricanes of shouts from the watching crowds, that even the storm itself was outroared, and the voice of our jubilation sent down to the rebels, who were gnashing their teeth in baffled rage behind their fortifications.

“To conclude, I will add, that forty-seven shots were fired at the ‘Carondelet,’ not one of which struck her! She lay off last night a short distance above New Madrid, and this morning early steamed up to the landing.

“Such another scene of rejoicing at her arrival was probably never witnessed,” &c. (Signed) GALAWAY.

The following graphic account of the “Carondelet’s” exploit, written “on the spot” by one of the editors of the *St. Louis Democrat*, is worthy of perusal; as the most correct and faithful report of this event that has yet been published.

“FULL PARTICULARS BY THE ONLY CORRESPONDENT ON BOARD THE ‘CARONDELET.’—A NIGHT OF STORM, DARKNESS AND PERIL ON BOARD THE ‘CARONDELET.’—SAFE THROUGH, AND GREAT JOY ON BOARD AND ON SHORE.

“On board the gunboat ‘Carondelet,’ off New Madrid,
April 5th.

“On the 30th ulto., Commodore Foote addressed to Captain Walke, commanding the gunboat ‘Carondelet,’ an order from which we make the following extracts. Its complete publication would reveal improper information. [The order referred to is contained in the preceding pages.]

“Last night was appointed by Captain Walke for the performance of the above order. Yesterday morning preparations began on the ‘Carondelet.’ Planks from the wreck of an old barge were brought on board, with which the deck of the boat was covered, to resist plunging shot; all surplus chains were coiled over the most vulnerable parts of the boat; an 11-inch hawser was wound round the pilot-house as high up as the windows; the

hammock nettings were well packed with hammocks ; gun carriages were taken apart, and cord wood was brought up from the hold for the purpose of constructing barriers about the boilers, and many other minor preparations made during the day to fit the vessel, so far as possible, for the ordeal through which she was to pass.

“The condition of the weather was anxiously looked forward to, and every perceptible change in the atmosphere or wind observed, and the consequences carefully calculated, as they were to bear on the success or defeat of the enterprise. Late in the day there was every prospect of a clear, moonlight night ; something very undesirable, as may be inferred from the foregoing orders, and that which would have given the enemy timely notice of our approach, and enabled him to serve his guns with as much accuracy as in daylight. Under these circumstances, it was concluded to wait until the moon had gone down ; and then, be the auspices what they might, attempt the execution of a project, the abandonment of which would have been a great disappointment, after the preliminaries had attained such a degree of maturity. At sundown the indications grew more favorable ; the atmosphere became suddenly hazy, the wind veered to the north-west, and a set of black clouds, rapidly increasing in width, bordered the horizon from the north-west, strongly evidencing an approaching storm.

“The way the batteries were to be passed was as follows : Commodore Foote’s injunctions concerning quietness and suppression of all lights aboard were to be strictly observed, the guns were run back, and the ports closed ; the sailors, *cap-a-pie*, with pistols, cutlasses, boarding-pikes, and muskets. Hand-grenades had been provided, and the hot-water hoses were connected with the boilers, and held in readiness to drench with scalding water those who might attempt to board the boat, and overcome the crew ; the engineer had orders to cut the cold-water supply, and the injector pipe, if it became likely to fall into the enemy’s hands. This, in case of necessity, would have been resorted to instead of burning the vessel ; for it would not only have given to the crew better means of escape, but averted the terrible loss of life that inevitably would have resulted from the firing of the boat, and the explosion of the magazine.

“At dusk, twenty-four sharpshooters, Company H, 42nd Illinois, commanded by Captain Hollenstelm, who dropped down in cutters and transports, and came at dusk on board of the ‘Carondelet,’

were mustered on deck, inspected, received their orders (which were to co-operate with the crew in repelling boarders), and then taken to the gun-deck, there to remain until called upon ; observing the strictest silence in the mean time.

“The barges of hay were for protection. At 8 o'clock the boat left her anchorage, and passed up the shore for a mile, where, partly concealed between two transports, was a barge containing coal and baled hay. This was immediately made fast to the port side, it being the part to be chiefly exposed to the enemy's batteries. The hay had been placed in layers on the wrong side of the barge (the outer one) ; the crew was soon employed in shifting it where it would afford greater protection, and at the same time enable the gunboat to control it much easier. One course of bales was laid over the casements astern, as they were to be presented to the enemy for a long time after passing the batteries, and liable to receive all the shots sent after us, without being iron-plated, or able to resist heavy cannon balls.

“The barge and the hay came up to the top of the broadside port-holes, and would have been of much service had the batteries to be passed been on a parallel with the gunboat ; but such was not the case here, for both on the mainland and head of the island they stand upon a bank twenty or thirty feet high, and in firing into a passing boat it becomes necessary, as subsequently demonstrated, for them to depress their guns, in which event the barges alongside were supposed to be important shields.

“Wm. R. Hoel, first master of the ‘Cincinnati,’ a gentleman of twenty-one years' experience on the Mississippi (and whom we may parenthetically state is now making his 194th trip to New Orleans), came on board the ‘Carondelet’ at 9, A. M., and relieved Richard N. Wade, the first master of the boat. A consultation was immediately held with the pilots, in which the course of the channel, and the location of the bars, were taken into consideration. It had been previously determined to run down on the Missouri side of the island, and to add to the practicability of this, last Tuesday afternoon the fleet shelled the rebel floating battery, for the purpose of driving it from the command it held on that channel.

“The hour approaches. At 10 o'clock the moon went down ; the storm, which had been thickening and gathering for several hours, was now about to burst upon us, and, greatly encouraged by so opportune a period for starting, the captain passed the word ‘All ready,’ and the sailors were sent on shore to loosen the lines.

In a few moments we were under way, and after a little difficulty in rounding with the cumbersome barges, fairly stood 'out for New Madrid.' The machinery was so adjusted as to permit the escape of the steam through the wheel-house, and thus avoid the puffing which results from its passing through the steam pipes. So silently did we proceed that it was scarcely known on board that the boat was under way, and we thought some of the officers were almost unbelievers when they asked the engineer, through the speaking pipes, if he was 'going ahead on her.'

"For the first half mile everything went still and smooth beyond even the most sanguine anticipations, and the probability of passing the batteries unobserved was being remarked by some, when the soot in the chimneys caught fire, and a blaze five feet high leaped out from their tops, lighting brightly the upper deck of the vessel and everything around. The word was hastily passed to the engineer to open the flue-caps, after which the flames subsided; but not until the rebels had the fairest opportunity to discover our approach and prepare a reception. This was a serious mishap, because no signal, even by appointment, could so perfectly reveal our intentions; and what contributed to its misfortune was the time of its happening, which was before any of their batteries had been passed, giving them ample time to communicate from one point to another before we came within range. Notwithstanding all this, strange as it may seem, no alarm among the rebels was discovered to follow, and we were consoling ourselves over the remissness of the rebel sentries, when, to our great astonishment, the chimneys were fired again, as if a treacherous deity was presiding over the fortunes of our boat.*

THE CAUSE OF THE FIRE.

"This repetition of what had seemed before an untoward event, was on deck thought to proceed from the mismanagement of the engineer, and it was with no little emphasis that the executive officer demanded 'why in h——l the flue-caps were not kept open.' A subsequent examination proved, however, that it was a matter over which the engineer had no control further than to suppress the fire when it occurred. The escape into the wheel-house of

* It was an error to suppose, that the gunboat, or anything at a distance from the batteries, was visible through that black thunder-storm, except by the lightning; as the "Pittsburg," which followed the "Carondelet," a few days after, had seventy-three guns fired at her, as reported. She was, therefore, as readily seen without those blazing chimneys to invite the attention of her enemies, and frighten our fastidious spectators, or those who have since so glowingly harped upon the awful scene.

the steam, which, when passing through the smoke stacks moistened the soot, left it to be rapidly dried and ignited by the fire in the furnaces.

“The rebels took the alarm. The boat now presented a broadside to the upper fort, and the sentries there had not failed to discover the boat by the last accident, and alarmed the guards at the forts below by discharging their muskets. Immediately afterwards five rockets were sent up from the main land and the island, and were followed by a cannon shot from Fort No. 2. The stillness of the upper fort satisfied all those on board that the guns had been most effectually disabled by the spiking party. Had it not been so the rebels would have first opened upon us with cannon from that point, since it was first alarmed, and afforded an easy range. We concluded to rush by.

“But one course remained to be pursued by the officers of the ‘Carondelet;’ that was, to let on a full head of steam, and make the greatest possible haste by the rebel batteries, which were now momentarily expected to open fire from all their guns. To this end orders were hurriedly passed below to the engineers, and the speed of the boat was soon much accelerated. Mr. Wilson, one of the boatswain’s mates, was stationed on the forecastle with lead and line, to give the soundings. Mr. Gilmore, one of the master’s mates, was placed on the forward or upper deck to pass them to Captain Hoel, who also stood upon the deck to direct the pilots how to steer the boat.

THE CRISIS.

“Just at this juncture, while vivid flashes of lightning lit up the hurried preparations of the rebels as they charged and trained their guns, while peal after peal of thunder reverberated along the river, and the rain poured down in torrents. Now was the time for coolness and heroism. Captain Walke deliberately giving orders; Captain Hoel stood firm on deck in a perfect shower of cannon balls and musket balls which were launched upon us, and as he discovered the outlines of the banks, or the course of the channel by the aid of the flashing lightning, his clear voice rang out his commands to the pilots, who steadily held the wheel. But once, we believe, during the perilous passage, did the watchful eyes of the captain suffer the boat to gain a precarious position; and then it was when a lengthened intermission between the flashes of lightning completely obscured our course, and the current, striking the cumbersome barge, sheered the vessel, and carried it towards a neighboring bar. The first glance of light, however,

disclosed our situation, and the rapid command, 'Hard-a-port,' admonished us of our danger. The boat, nevertheless, soon regained the channel, and our fears were dispelled by remarks on deck, that 'all was going well,' and the anxiously-waited reports, as they came up from the forecastle, 'No bottom.'

"Just at this time, the 'Benton,' 'Pittsburg,' and several mortars, opened upon the rebels, who were so industriously storming the 'Carondelet,' and it gave us great satisfaction to know that our friends were returning a fire which we could not. When we got well out of the range of the enemy's land batteries, passed the first shock which greeted us from the *head* of the island, and were gliding down the north bank, the exultation began, and the most disparaging comments were made upon the enemy's wild firing. When the circumstances under which it was made are taken into consideration, however, we doubt whether our own gunners could have excelled it. The furious hurricane then raging, and the impenetrable darkness precluded a knowledge of our position, which every turn of the wheel changed. Our boat was not very fleet, and the barge in tow impeded a speed which might otherwise have been made, with the current in our favor. The consequence was, an exposure of *thirty minutes* to an uninterrupted fire from four batteries on the Kentucky shore, and one at the head of the island. The judgment which we were enabled to form from the shrieking of their shot, was that they flew from five to thirty yards over our heads; a few were heard to plunge in the water. One cause of the wild shooting was in over-estimating the distance of our boat. It was close along the bank, under their guns; and had this been fully understood, the rebels would have found it difficult to depress their guns to such a degree as to bear upon us, without having them dismounted by an angular recoil.

"After having passed the foot of the island without finding the battery there, which for several days had been reported as mounting a number of long-range guns, a feeling of security came over our officers, and they would have been glad to make it known to the crew, and afford them relief from a long and painful suspense, but it was not over yet. A reconnoissance on the preceding day disclosed the locality of a floating battery, three miles below the island, on the Tennessee shore, and this remained to be passed. A light was seen burning on it as we approached, and being in no wise prepared to engage it (although a feeling of this kind was exhibited after having thus far successfully accomplished our mission), the 'Carondelet' bore over to

the Missouri shore, and ran by, being fired at only six or eight times from the floating battery. It was said that our shooting on Thursday, when it was lying alongside of the island, cut its fastenings, when it floated down to the place we found it last night, and there it was overhauled and made fast by a rebel transport. It evidently evinced a disinclination to fight last night, by not firing at our boat while approaching, and reserving its fire until we had passed by out of range; and even the shooting was exceedingly stunted, as if through fear of provoking our return.

“Being out of danger from the enemy, the fact was made known to the sailors, who were relieved from the rigid silence, and permitted to join in the jubilant congratulations that passed around the boat. A little danger, however, was still to be encountered, that of our batteries at New Madrid, and the colors under which we sailed before starting being mistaken and fired upon as rebels.

“Signal guns, according to pre-arrangement, were to be fired in case of success, as the boat rounded New Madrid bend; but the incessant thunder rendered it highly probable that our guns might be mistaken for it, and a little delay was occasioned, to avoid this error. Our friends at the fleet, it was known, were anxiously waiting to hear the result of the hazardous enterprise; and it was feared that every moment's delay would dishearten, and lead them to expect disaster. Orders were given to get the guns in readiness and fire three times at intervals of one minute, and after a lapse of five minutes, to fire three guns. This was accordingly done, and the fact of the echo having borne the glad tidings back to the fleet, was made certain by a response from the flag-ship. At the fort above New Madrid the signal was also understood, though a misapprehension had induced them to look for three perpendicular lights (red, white and blue, with blue in the center). The non-appearance of these, however, was not thought sufficient cause for shooting at the boat, and in a few minutes she was in the stream off New Madrid, when Captain Walke informed those on shore with a speaking trumpet, that she was the U. S. gunboat ‘Carondelet.’ A fire was soon kindled at the banks, and the best landing-place made known by the men at the fort. In rounding to, a misunderstanding occurred between the pilots and engineers, by which a stray ‘turn ahead,’ when it should have been ‘turn back,’ was made, resulting in getting the boat hard aground, fifty yards out in the stream. The cannon forward were all shifted to the stern, the crew withdrew also, and with the bow thus lightened, the boat backed off and was made secure to the bank at 1, A. M., having

been two hours in the passage and one hour aground. Purser Nixon, desiring to add to the joy of the gallant tars of the 'Carondelet,' asked and obtained permission of the captain to let them 'splice the main-brace.' This, though particularly forbidden by the regulations, was on this occasion accorded, because of the unrestricted enjoyment which should be allowed to follow all such happy issues, and when the boatswain's mate sounded 'grog, oh!' there was never a ship's crew merrier than the one on board the 'Carondelet.'

"Early this morning Colonel Bissell came aboard the boat, and suggested that she be run into a sloop close by, and secreted from the sight of the enemy, thinking that thereby she might hereafter operate with greater effect, and derive some advantage by surprising the enemy at the instance of General Pope, who at that time was under the impression that she had *passed the rebel batteries unobserved*. When he was better informed, the proposed movement was abandoned.

"At 8, A.M., Assistant Secretary of War Scott and General Pope came on board to congratulate Captain Walke. The boat's arrival, has been heralded all over the camps hereabouts, and Army officers have been flocking aboard all day, expressing their satisfaction at her presence and promise of future co-operation.

THE 'CARONDELET'S' OFFICERS.

"The following names are those of the officers of the 'Carondelet,' all of whom deserve great praise for the manner in which they conducted themselves last night under the trying circumstances attending the daring exploit of the boat.

"Henry Walke, Captain U. S. Navy.

Wm. R. Hoel, Acting First Master (*Pro tempore*).

Rich. H. Cutter, do. Second do.

Edw. C. Brenand, do. Third do.

O. Donelson, do. Fourth do.

Daniel Weaver and John Deming, Pilots.

Joseph S. McNeely, Acting Surgeon.

Geo. I. W. Nixon, do. Paymaster.

W. H. Faulkner, do. Chief Engineer.

Charles H. Caven, do. First Assistant Engineer.

Saml. Brooks, do. Second do. do.

A. T. Crowel, do. Third do. do.

Frances Bufard, do. Gunner.

T. S. Gihmore, do. Master's Mate.

J. S. Gibson, do. do. do.

R. J. Van Ness, do. Paymaster's Clerk."

FAITHFUL WORD-PAINTING.

The above is a very excellent report, and the accomplished correspondent wrote of occurrences as they came within the compass of his own observation on board the "Carondelet." He had been requested by the captain not to publish, or have published, anything in regard to anticipated movements of the squadron, and to exclude all extravagant personalities relating to the captain and his officers, a request with which, it may be added, he faithfully complied. But beyond the actual facts, personally known on board the "Carondelet," this report, like all others, needs the confirmation of other eye-witnesses, and as such within the prescribed limits of their own knowledge, one must be permitted to make a few exceptions. The idea that the enemy saw the flames from the "Carondelet's" chimneys in that terrible rain-storm, is ridiculous when compared with what they actually saw by every flash of lightning only. Very liberal allowances should be made for the mistaken apprehensions which reporters make of what they saw or heard in such a black thunder-storm, under such excitement, and they should not be magnified for any purpose by the historian. The gunboat was far more distinctly seen by the lightning than by a dull blaze from her smoke-pipes, and the enemy could see the "Carondelet" much plainer than they could be seen from the "Carondelet." It is also a mistaken idea that our fleet bombarded the enemy's batteries while the "Carondelet" was running between them that dark night, which would probably have proved a sad mark of friendship for the "Carondelet."

Some other misapprehensions in regard to the running the gauntlet by the "Carondelet" require revision and correction in various historical works. At page 550 of Roynton's narrative of this affair, occurs the following passage, apparently, in parts, at least, taken from the above mentioned correspondence in the *Missouri Democrat*, written by "Tip." These, though partial and unimportant, are interesting specimens of errors which have crept into our national history :

"For half a mile everything went smoothly and quietly, and all thought they might succeed in passing the batteries unobserved, when suddenly a bright, steady flame arose several feet high from each chimney top, and for a moment it seemed as if the steamer was carrying two *immense torches to light her on her way*. Her upper decks and all about her brightened for a moment in the red glare. Strange as it may appear, what was deemed by all as

a serious accident which would bring upon them at once the enemy's fire, created no movement in the rebel battery."

Whatever may have been the motive in describing this scene in such high colors, it certainly conveys an exaggerated idea of the effect of the fires from the smoke-stacks. The flame could be seen in the violent storm, by those only on board the gunboat. All the other correspondents, who were watching the "Carondelet" from a short distance, failed to see them, or they would most surely have noticed such a remarkable blaze in their reports.

The cause of the fire was that the engineer, instead of obeying the orders of Captain Walke, which were to run under a moderate head of steam, to avoid noise, suffered the furnaces to be filled to their utmost capacity; and as the flue-caps were also kept shut, the blaze ascended until it ignited the soot, which becoming perfectly dry on this occasion—because the exhausted steam was blown into the wheel-house to smother the noise which it would otherwise make if it escaped through the smoke-pipes, where the soot was saturated with water. Notwithstanding all the exaggerations which have been made to bring this unimportant circumstance into history with such notoriety, is it not remarkable that the "Carondelet" with a "bright, steady flame" which "rose several feet high from each chimney top," with "her upper deck and all about her brightened in a red glare," was honored with a salute from the enemy of only forty-seven guns, when the "Pittsburg," under precisely similar circumstances (except the "immense torch-lights") was honored with seventy-three guns? But it is still more remarkable that this little incident, or blunder, is recorded in our history with more pains than all the services rendered by these gunboats or the officers who commanded them.

REPORTS AND VARIOUS ACCOUNTS IN SUPPORT OF THE FACTS RELATED OF THE MILITARY AND NAVAL OPERATIONS AT ISLAND NO. 10, PREVIOUS TO THE CAPTURE OF THE ENEMY'S WORKS.

A day or two after the "Carondelet" ran below Island No. 10, the reports of the number of guns then fired varied so greatly as to excite considerable speculation among the reporters; from forty-seven to seventy-four. A press correspondent in the squadron, probably one on board of the flag steamer, comments upon the "Carondelet's" movements, as follows: "It is said that one hundred and forty-seven shots were fired at her, but

this is doubtless an exaggeration. However that may be, she is safe at New Madrid, and has coal enough to last."

In the letter of a correspondent of *The New York Times*, who was on board one of the vessels of our fleet, the following graphic description was given of the exploit of the "Carondelet" in running the blockade of Island No. 10 :

"Above Island No. 10, Saturday, April 5th.

"My last letter gave you the particulars of a gallant affair on the part of our troops, in spiking the most formidable rebel battery at this place ; an operation whose daring has scarcely ever, until yesterday, been equalled, and which stamps the impress of hero upon every man who was engaged in it. Gallant as was this, it has been equalled, if not excelled, in the enterprise by which the 'Carondelet' was, last evening, run by the rebel guns, and moored in complete safety this morning alongside of the national works at New Madrid. Why the 'Carondelet' was selected particularly for this enterprise, I do not know. Some boat had to go, and Captain Walke, being nearly the oldest officer in the fleet, and having on all occasions performed excellent service, was despatched for the enterprise.

"The preparations were few. On the port side a flat-boat was lashed, loaded with bales of pressed hay, and calculated to afford considerable protection against the batteries located on the Kentucky shore. If she got through, she would need fuel, and to supply this, a barge laden with coal was lashed to the opposite side, and by balancing the breast-work of hay, enabled her to be more easily handled. During the day (Friday), two of her bow guns were removed, and their places supplied with rifled Dahlgren guns, short pieces of fifty and thirty pounds caliber respectively. This is all the preparation made ; thus accoutred, she waited for the night, whose black mantle would, to some extent, lessen the danger of the attempt."

Another letter from the fleet is headed, the "Cruise of the Carondelet," and says : "Some things can be done as well as others. The exploit of Captain Walke, under the direction of Commodore Foote, in taking a boat-load of hay from above Island No. 10 to General Pope's horses at New Madrid, under convoy of the gun-boat 'Carondelet,' running the blockade of three miles of rebel batteries, is one of the most daring performances of the war. In daring it ranks alongside of Colonel Roberts' late adventurous expedition, when, with fifty men in common barges, he boldly landed at the enemy's upper fortifications, and spiked half-a-

dozen or more of his biggest guns. But the enterprise of Captain Walke, while nearly as heroic as this, is of a good deal more consequence, and will be attended with far more important results. The forces at New Madrid and Point Pleasant needed a gunboat, and Commodore Foote determined they should have one. The commodore is never at fault for expedients. He had made the corn-fields and woods of New Madrid county navigable for light-draught steamers, where only skiffs and canoes had penetrated before; but if an iron-clad vessel, loaded with heavy cannon, could not pass overland, why then, there was the regular channel. To be sure, tiers of antagonistic guns, graduated like the keys of a harmonicon, were planted on the left shore, whose metal mouths were open to blow a passing vessel into splinters. But, trusting to Providence, a dark night, a full head of steam, and the bales of hay, the commodore concluded to risk it, and Captain Walke, who was the man to do it, took the regular channel. *Perhaps* there was some hurrying to and fro, some consternation, and some profanity among the rebels in the neighborhood of Island No. 10, when the 'Carondelet' was discovered.

"One might have thought that the surprise Colonel Roberts gave them a few nights before, would have taught the enemy wakefulness and vigilance; but this universal supposition no doubt produced the greater sense of security on the part of the Confederates. Finally, some drowsy sentinel chanced to wake from his nap in time to give the alarm, before the gunboat had run the gauntlet; the roll was beaten, and the rebel gunners and infantry, rubbing their eyes, and wondering at this untimely disturbance of the peace, blazed away furiously without aim, because they thought it incumbent to make some noise on the occasion.

"It is now as good as settled, that our forces on the Missouri side can cross the river, under the convoy and protection of the *gunboat*, and take the enemy at Island No. 10, in reverse. Sufficient transports have, *by this time*, been sent through the bayou, and we presume that the landing opposite Point Pleasant, or perhaps higher up, will be immediately effected. Once established on the Kentucky or Tennessee shore, which may be done with the aid of a few field works, until the whole army is landed, the 'Carondelet,' will be at leisure for other important services. Finding themselves out-flanked, the rebels may undertake to retreat, but one great reliance of the enemy for this movement has now been cut away. Commander Walke and the crew of the 'Carondelet,' were joyfully received at New Madrid. There

were reports here yesterday morning, of hard fighting. [This was the 'Carondelet,' on the sixth, reconnoitering and capturing one of the enemy's batteries.] It was also reported, that the rebel floating battery at Island No. 10 was sunk, but from a gentleman who was on the 'Carondelet,' I learn that this battery opened fire upon her as she ran the gauntlet, and that it is not sunk. We hear nothing from Island No. 10. It does not seem that our firing has had much effect upon them thus far. All felt confident now," adds the correspondent, "that the long and laborious operations of General Pope would be crowned with success, and that the army would be enabled to cross the river and cut off the enemy's retreat."

The following letter from the commodore, to the general, written after the "Carondelet" had run the blockade, will serve to convey an idea of the heavy responsibility and anxiety the former felt in the fate of that vessel, although she was then detached on special service under General Pope, by his request, and was virtually a part of his command.

FLAG-OFFICER FOOTE TO GENERAL POPE.

"Flag Steamer 'BENTON,' OFF ISLAND NO. 10,
April 6, 1862.

"GENERAL:

"Your letter of this day's date, announcing the safe arrival of the 'Carondelet,' was received at eight o'clock this evening. The telegram of Assistant Secretary Scott reached me a few minutes later.

"Colonel Bissell, who has charge of the steamers and barges now in the slough, en route to New Madrid, has requested that two tugs even, might be sent to you; which would, with arrangements he could make, enable you to transport your forces to the opposite side of the river, in case it was deemed inexpedient to send a gunboat for that purpose. You, yourself, in a late letter, apply for a gunboat, our smallest gunboat even, for that purpose. I could, last night, had you made a point of having two gunboats, sent them with comparative safety, as the night was dark, while the vivid lightning enabled the pilots to keep the channel. Again, it is now too late to obtain the hay,* and other necessary articles for the protection of the gunboat to-night, to say nothing of the clear atmosphere, rendering a boat as visible, or as good an object to sight, as in the day-time. For these reasons, I cannot, neither does a single navy officer, and I presume not a pilot in the squadron, consider that a gunboat could run the blockade to-night, without an almost certainty of its being sunk in the attempt, especially if the guns were served with any degree of skill or ability whatever.

"I am sorry to find the expression in your letter, 'The success of our operations hangs upon your (my) decision,' especially referring to my directing

* There was more *danger* in the hay, than *protection*.

a gunboat to attempt running the blockade in this clear night; for in my judgment, and that of all the other officers, the boat might as well expect to run it in the day-time. I cannot consider the running of your blockade, where the river is nearly a mile wide, and only exposed to a few light guns, at all comparable to running it here, where a boat has not only to pass seven batteries, but has to be kept 'head on' to a battery of eleven heavy guns at the head of Island 10, and to pass within three hundred yards of this strong battery. If it did not sink the gunboat, we would; in the navy, consider the gunners totally unfit for employment in the service; and therefore, my responsibility for the lives of the officers and men under my charge, induces me to decline a request which would, especially without protection to the boat, were the rebels at all competent to perform their duty, result in the sacrifice of the boat, her officers, and men; which sacrifice I should not be justified in making, certainly not now, when, by your own admission, it will be easy for the new rebel steamers, reported to be on their way up the river, to pass your batteries in the night, and if they meet my squadron reduced by loss, so as to be unable to cope with them, can continue up the Mississippi or Ohio, to St. Louis or Cincinnati.

"In view, however, of rendering you all the aid you request, and no doubt require, while I regret that you had not earlier expressed the apprehension of the necessity of two gunboats, I will to-morrow endeavor to prepare another boat; and if the night is such as will render her running the blockade without serious disaster at all probable, I will make the attempt to send you the additional boat requested in your letter of this day's date.

"I am Respectfully,

Your Obedient Servant,

"To

Major-General

JOHN POPE,

Commanding Army at New Madrid.

"A. H. FOOTE,

"Flag-Officer,

"Commanding Naval Forces in Western Waters.

The flag-officer at first declined to send a gunboat, but after the "Carondelet" ran the blockade in safety, he appears to have changed his mind as to the danger of so doing, and hence he more readily consented to send another.

CAPTAIN WALKER'S REPORT.

The following laconic *unpublished* letter conveyed the joyful news of the success of the enterprise to the flag-officer.

"U. S. Gunboat 'CARONDELET,' NEW MADRID.

April 5, 1862.

"SIR :

"I have the honor to report my arrival here last night, about one o'clock, all well.

"On our way down all of the rebel batteries and a large number of infantry opened fire upon us, which was continued until we were out of range.

"Providentially, no damage was done to the vessel, or the officers and crew, who conducted themselves with admirable courage and fidelity.

The terrible storm which prevailed at the time, rendered it impossible to make reliable observations.

"Most Respectfully, Sir,
Your Obedient Servant,
" H. WALKER,
" Commander U. S. Navy.

"To
Flag-Officer
A. H. FOOTE, U. S. N.,
Commanding U. S. Naval Forces, Western Waters."

This little official report of Captain Walke was suppressed or lost sight of until very recently, when it was published by Admiral Foote's biographer, who had access to his private papers.

FLAG-OFFICER FOOTE TO SECRETARY WELLES.

"Flag Steamer 'BENTON,' OFF ISLAND No. 10,
April 6, 1862.

" SIR:

"I have the honor to inform the department that the gunboat 'Carondelet' ran the blockade on the night of the 4th inst. under a heavy fire of *forty-seven guns*, and reached New Madrid safely, without receiving a shot. Captain Walke, his officers and crew, merit the commendation of the government for their gallantry, coolness and general conduct on this occasion. I would especially call attention of the department to the Acting First Master, Mr. Hoel, of the 'Cincinnati,' who volunteered his services to go in the 'Carondelet,' and did go in her, although he was attached to the gunboat 'Cincinnati.'

"I enclose a correspondence, or a copy of it, which passed between General Pope, at New Madrid, and myself, in relation to another gunboat attempting to run the blockade for his relief or assistance. The rebels are very strongly fortified here, and seem determined to do all in their power to maintain their position. I trust, however, when General Pope crosses with his army, and moves upon their rear, that we shall be able, by an attack in front, to carry the place. I have the honor to be,

"Very Respectfully Your Ob't Servant,

" A. H. FOOTE,
Flag-Officer.

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

A FAIR INFERENCE.

From the concluding sentence of this letter, "When General Pope crosses with his army and moves upon their rear," we may fairly draw the inference that Foote was now, for the first time, confident that the gunboat "Carondelet" alone would capture the rebel batteries below Island No. 10, and thus enable General Pope to cross over with his army, and attack the enemy in the rear: but the remark as to the fleet which was more than two miles and a half above the Island, being likely to make 'an attack in front, and carry the place,' certainly needs explanation.

This attack in front by our fleet, so frequently and significantly referred to before and since the capture of Island No. 10, and of which a blazing lithograph was published, was never made or even attempted to be made. The attack on the batteries, almost out of gunshot, after Captain Walke had resolved to run the gauntlet, and had received his first orders, had no effect apparently,—although it was connected afterwards, for a certain effect, with the spiking of six or eight guns in the upper isolated battery, on *the Kentucky shore* (not on Island No. 10, as it has been misunderstood and misrepresented), and the moving of the floating battery below the Island,—and was so exaggerated as to overshadow or diminish the credit due to the “Carondelet,” and to transfer the praise to those who were but remote and silent spectators. When (as it is asserted) the spiking of the enemy’s guns at their “*main battery on Island No. 10 had been accomplished,*” and the monstrous floating battery had been driven away and sunk, forsooth (according to the version in some of our historical writers), there was comparatively but little more to be done to insure the victory; and the gunboats had merely to take a pleasure trip down the river, the way having been so thoroughly cleared by our fleet for their descent to New Madrid. But the fact should not be denied that all this display of non-essentials was done after Captain Walke had determined to run the gauntlet without them, and doubtless would have succeeded quite as well, and would also have saved the reputation of those who have so assiduously magnified them to extol the vain pretensions of their friends.

CHAPTER IX.

CAPTURE OF THE CONFEDERATE BATTERIES AND THEIR ARMY BELOW ISLAND NO. 10, APRIL 6 AND 7, 1862.

General Pope's Letter of Instructions to Captain Walke.—Divine Service and a Reconnoissance.—General Pope's Forces and the Gunboats Capture the Rebel Batteries below Island No. 10, and the Confederate Army on the Retreat.—The "Carondelet's" Island Tour of Observation on the Enemy's Line of Forts.—Capture of one of his Batteries.—Captain Walke's Official Report.—General Pope's Letter of Instructions.—The "Pittsburg's" Arrival.—Extent of the Victory at Island No. 10.—Misapprehensions Reviewed and Corrected.—Extract from the Log-Book of the "Carondelet."—The Letter of Thanks from Secretary Welles.—Comments of Southern Journals.

EARLY on the morning after the arrival of the "Carondelet," Colonel Bissell, who had carried out the plans of General Hamilton (who projected the plan of cutting a canal in the rear of Island No. 10) came aboard with a request from General Pope that the "Carondelet" should be run up the bayou, where she would be out of sight of the enemy, if it could be accomplished with perfect safety.

The pilots of the "Carondelet," however, would not assume the risk of navigating this unknown chute, and in the exercise of a wise discretion, Captain Walke respectfully declined to adopt the suggestion, and made a satisfactory explanation to General Pope.

LETTER OF INSTRUCTIONS FROM GENERAL POPE AT NEW MADRID.

The following was received on Sunday morning, April 6th :

"NEW MADRID, *April 6, 1862.*

CAPTAIN:

"I desire to have an examination of the opposite shore made for three or four miles below our battery of 32's. I send General Granger and Colonel Smith for the purpose. May I ask that you will carry them down the river for this purpose? I should like to have as close an examination made as you think will be safe with your boat.

"Respectfully, Captain,

Your Obedient Servant,

"JOHN POPE,

"Major-General.

"Captain WALKE, U. S. N.,

Commanding Gunboat 'Carondelet.'"

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Just before the "Carondelet" started off on this service, divine service was performed as usual by the captain. During the reading of the prayers of the Episcopal service the captain was visited by General Granger, Colonel Smith, of the 43rd Ohio, and Captain Martiall, of General Pope's staff, who had come on board under orders from the general. The officers and crew joined in the appropriate prayer to be said before a fight at sea against any enemy, and the words, as read, made a deep impression, apparently, on the hearts of all on board :

"O most powerful and glorious Lord God, the Lord of Hosts, that ruleth and commandeth all things, Thou sittest on the throne judging right, and therefore we make our address to thy Divine Majesty, in this, our necessity, that Thou would take the cause into thine own hand, and judge between us and our enemies. Stir up thy strength, O Lord, and come and help us ; for thou givest not always the battle to the strong, but can save by many or few. O, let not our sins now cry against us for vengeance, but hear us, thy poor servants, begging mercy, and imploring thy help, and that thou wouldst be a defense unto us against the face of the enemy. Make it appear that Thou art our Saviour and mighty Deliverer, through Jesus Christ, our Lord. Amen."

Immediately after the service and muster, the "Carondelet" proceeded with instructions from General Pope, directing Captain Walke to make a reconnoissance of the enemy's batteries, twenty miles below New Madrid, consisting of heavy 64, 32 and 24-pounders (not field-guns, as our naval history represents), which for some time past had annoyed our troops on the Missouri shore. In obedience to these instructions, the "Carondelet" moved off in search of the enemy's masked batteries. They soon opened fire upon her, and received in reply a fire from her port broadside battery, as she passed by them in succession. Her well-aimed shell were distributed at every important point, and evidently with good effect, as it was reported one of her discharges killed and wounded four men at a battery ; and a shell which fell in the midst of their encampment, in the rear of these batteries, exploding as it struck, killed and wounded others. She continued on her reconnoissance as far as Point Pleasant, nearly opposite Tiptonville, where she received on board Colonel J. B. Palmer, who had command at that point, and then attempted in vain to draw the fire from the battery at Merreweather's landing. The firing from the enemy had ceased about noon, and after dinner our army officers deemed it advisable to return.

TESTING THE STRENGTH OF THE REBEL BATTERIES.

Although they had no instructions to attack with a view of capturing them, they thought it would be advantageous to try the strength of one of the enemy's batteries with the "Carondelet," to satisfy General Pope of her ability to capture them; to which Captain Walke readily acceded, and opened a brisk fire upon the last battery she had encountered, with her two 84-pounder rifled, and one 64-pounder bow gun, as she steadily approached it, which had terrible effect. Our shot and shell struck the enemy's guns or breast-works at nearly every fire of our now experienced and well-trained gunners; and with such admirable precision did the shells explode on that occasion, that our Army officers were confident that the "Carondelet" alone could destroy all the enemy's batteries below Island No. 10. When we were within about six hundred yards, the fort was silent and deserted. After clearing the rifle-pits of the enemy's sharpshooters with grape and canister from our starboard broadside, we sent a boat on shore, in charge of Master's Mate Gibson, and sharpshooters under Captains Hollenstein and Marshall, who spiked the guns, consisting of one long 32-pounder, and one long 24-pounder, and completed the destruction of their carriages, both of which were disabled by our shot, and covered with their shattered earth-works. There were many noticeable marks of a sad and desperate struggle.

While the landing was being effected, a remarkable instance of cool and determined courage was witnessed, which deserves notice. As the "Carondelet" was about to take possession of the battery, she was fired on by *one* of the enemy, who had posted himself behind a large cotton tree, which concealed and protected him from our sharpshooters. He gallantly stood at his post until our men had nearly reached the shore, being not more than one hundred yards distance from us; while volley after volley from our sharpshooters, and grape and canister from our starboard broadside guns were deliberately fired at him for a quarter of an hour without moving him. At length he ran off, stooping as he ran, covered with dust which our grape-shot threw over him, and finally leaped over a fence, and disappeared in the woods. The following day he was captured, and brought into Tiptonville, when it was discovered that during the conflict, the tip of his nose (the only exposed part of his person) was shot off. Such was the admiration which his bravery elicited among our sailors

and sharpshooters, that they were gratified as well as amused at his narrow escape.

All the officers of the Army, as well as those of the "Carondelet," were now well satisfied as to her capabilities, from what she had already accomplished; and they were ready for action when General Pope should be desirous of availing himself of her services. Captain Walke, in compliance with Foote's orders, was, however, anxious to avoid all unnecessary risk to his command (as his "would be the only boat below"), until such time as the general should be ready to make the final attack upon the enemy's rear; he accordingly returned to New Madrid. The distant firing upon the enemy's remaining batteries along the Tennessee shore was not prolonged, when it was too late to see them; the needless expenditure of ammunition being considered undesirable, as there was no means of replenishing the same.

Late on the evening of the 6th of April, the following letter of instructions was received from General Pope :

"NEW MADRID, April 6th, 1862.

"CAPTAIN :

"I am induced to believe, by the reports of General Granger and Colonel Smith, that you will be able to silence or take the upper batteries of the enemy on the opposite shore. I mean the batteries immediately opposite our batteries of 32's. Commodore Foote sends another boat down to-night. I design to attempt the crossing with my force to-morrow; and I desire, if it meet your views, that the two gunboats go down, as soon as day dawns, and silence the batteries, and to hold on near the shore, until the troops disembark. As soon as you start, I will have the transports brought into the river, and loaded with troops, which will cross the river, and land near you, as soon as the batteries are silenced. You will doubtless have to move close into them, head on, and maintain your position, so as to cover the whole ground in rear of the landing. Our batteries will be ordered to open as soon as day dawns, and to keep up their fire vigorously until the object is accomplished. I can cross 3,500 men at a time. If you can thus silence the batteries in three hours or more, we have the rebels opposite in our hands.

"Respectfully, Captain,

"Your Obedient Servant,

"Captain HENRY WALKE,

"JOHN POPE,

"*Commanding Gunboat 'Carondelet.'*"

"*Major-General Commanding.*"

Just before proceeding in obedience to the above instructions, Captain Walke received the following :

"NEW MADRID, April 6th, 1862.

"CAPTAIN :

"As soon as you have succeeded in silencing the enemy's batteries, please

make a signal by *lowering* and *raising* your *flag twice*. As soon as this signal is made, the first division of this army will commence to cross, landing on the upper side of your gunboats.

“ Respectfully, sir,

“ Your Obedient Servant,

“ JNO. POPE,

“ Captain HENRY WALKER, U. S. N.,

“ Major-General, U. S. A.

“ Commanding Gunboat ‘ Carondelet.’ ”

THE “ PITTSBURG’S ” ARRIVAL.

The above letter of General Pope was received by Captain Walke, late on the evening of the 6th.

At 2, A. M., on the 7th, heavy firing was heard in the direction of Island No. 10, by the officer of the deck on board the “ Carondelet,” and reported to the captain, who repaired on deck and had the report of the guns counted and recorded, which numbered seventy-four. The “ Carondelet ” was in readiness for immediate service, should it have been required, to assist the blockade-runner, the weather being similar to that on the night of the 4th, with heavy thunder, lightning and rain. Considerable anxiety was therefore caused by the delay of the “ Pittsburg ” in making her appearance. After the firing of the enemy at Island No. 10 had ceased, and a sufficient time had elapsed to enable the “ Pittsburg ” to reach New Madrid, Captain Walke resolved to go up to her assistance, in case she was disabled or had met with an accidental detention ; but she arrived at daylight, having actually stopped on her way to New Madrid, after passing Island No. 10, while every peal of General Pope’s guns was most urgently calling on the gunboats to unite with them in battle against the enemy. After the “ Pittsburg ” arrived, her commander was sent for, and being informed by Captain Walke of General Pope’s orders (which he read), he said that he was not ready, but he gave no satisfactory explanation or assurance when he would be ready for action ; therefore Captain Walke ordered him to be ready for action in half an hour to proceed with him, and attack the enemy’s batteries, according to the general’s instructions. But the strange delay at that critical moment did not inspire the hope and confidence which the occasion required.

Flag-Officer Foote did not inform Walke of any intention of sending another gunboat below Island No. 10, which may be seen by his letter to General Pope, given on another page, and by his written orders. He had not any idea of sending the “ Pittsburg ” previous to the 6th of April. It was, however, most

important that such information should have been given to prevent a possible disastrous meeting between our two gunboats during that night, by a mistake. And therefore General Pope sent this information immediately to Captain Walke.

When the time had expired, Captain Walke sent an officer, and again ordered the captain of the "Pittsburg" to follow the "Carondelet" into action without delay; but his answer in return was that he was not ready, without the least intimation when he would be ready. Despairing, therefore, of any support from the "Pittsburg," and as the army transports were then passing her from the bayou, on their way down the river, unprotected from the fire of the enemy's batteries: Captain Walke ordered the "Carondelet" to proceed immediately to attack them, with her signal flying for the "Pittsburg" to "follow my motions." These are the facts as they actually occurred, but which have been perverted in various historical accounts, representing the reverse, and that the "Pittsburg" was not only present on the 6th, but that she was the leading gunboat on that occasion (on the 7th). And in one of these accounts she is represented as the only gunboat that attacked and captured the enemy's batteries below Island No. 10 on the 6th and 7th of April, 1862. And to cap the climax of these fabrications, it has been reported since the war that her commander has at the Navy department one of the most honorable records of any officer in our Navy.

HOW HISTORIANS MAY BE MISLED BY THE STATEMENTS OF COMMANDING OFFICERS.

As a sample of the counterfeit material by which our history is too often vitiated, long after the facts are generally forgotten, a statement we have already noticed may be mentioned. It first appeared in a letter to the *Chicago Tribune* of April 2nd, which was copied in the *Mound City Journal* of April 9th, 1869, and apparently emanated from a correspondent writing from the monitors at Mound City, then in charge of the former captain of the "Pittsburg." At the time the article was written, Commodore Walke was in charge of that naval station, where the truth was well known, and the assertion was one of the most impertinent brags that could be published in that place. It represented that the "Pittsburg," after having performed extraordinary achievements at Fort Donelson, was at last sunk by the enemy's guns under its batteries; and her captain, the correspondent goes on to say, having raised and fitted out his vessel, was the first to run by the

batteries at Island No. 10. There was no further evidence of the falsity of such a report required, than a reference to the statement in all the official reports upon the subject.*

THE PLAN OF ATTACK EXPLAINED.

In order that the maneuvers and diagrams may be understood, an explanation of Captain Walke's plan of attack on the batteries of the enemy is here given. On the 7th of April, she ran down the river along the western bank, firing at the enemy's batteries, as she approached them, with her port broadside battery, until she was opposite the enemy's lower battery, when she turned her bow guns upon it, and fired into it as constantly as the smoke would permit. As she approached the battery, she drifted to the bank of the river with her head towards the fort, which soon brought her to the Tennessee shore below the batteries; and to avoid running on shore, she was headed up the river, but in such a position that she could not point either of her batteries on them; and the enemy's sharpshooters were taking advantage of her predicament. Being nearly aground also, Captain Walke, by the advice of Mr. R. Deming, her pilot, ordered him to sheer off to the northwestward, and bring her starboard broadside battery to bear on the enemy until they could get an offing, and then turn her bow guns on him again. In doing this, the enemy's shot cut away her starboard wheel-rope, and disabled her steering gear, which was, however, soon repaired, and she immediately brought her bow guns to bear on the enemy again. The "Pittsburg" then made her appearance unexpectedly, and fired at long range as she came down from New Madrid, but the batteries of the enemy were then nearly silenced, and, after a few more shots, were taken possession of by our gunboats. The "Carondelet" then made the prescribed signal to General Pope, that "the coast was clear," so that he might cross over to the Tennessee shore. (For illustration of above see the diagram on p. 100.)

EXTRACT FROM THE LOG-BOOK.

We give the following extract from the log of the "Carondelet," as being the most original, interesting and truthful authority of these occurrences.

"Remarks. From 8, A. M., to 12, noon, rounded to and engaged

* General Pope's complete reports of the operations at Island No. 10, are annexed to this chapter, in support of some of the most important facts, which were well known and generally published at the time; but are now omitted by our present histories.

the lower battery, at about a quarter of a mile distant. We fired slowly, rebels firing briskly; owing to the calm prevailing we frequently ceased firing to enable the smoke to clear off, so that we could see clearly to take correct aim. After about three-quarters of an hour firing, we observed the enemy's fire slacken; we had been gradually closing upon him, using 10-second (fuses) and rifle shell with good effect. About this time the 'Pittsburg' came down and engaged the enemy at long range, throwing shell in dangerous proximity across our bows. Still closing on the battery, 'Pittsburg' astern. Observing rifle-pits and intrenchments along the enemy's works, as we approached them we used 5-second shell and grape, effectually silencing them. We then steamed up to the deserted battery, made signal to the 'Pittsburg' two hundred and twenty-two, (cease firing); also signalled to General Pope that the batteries were captured and the coast was clear of the enemy, by dipping and raising the ensign three times.

"Captain Walke ordered a party of men ashore to spike and destroy the enemy's guns. Upon entering the battery, which consisted of one 64-pounder siege long gun, and two 64-pounder siege pivot gun, we found them entirely disabled by our shot. The 64-pounder gun-carriage was broken all in pieces by our shell; one 64-pounder howitzer was knocked entirely out of the battery, the other struck on the tire of the wheel, broken, and the trail driven under the platform, all with broken carriages, and one with a 64-pounder shell or shot jammed into its mouth. The earth was plowed up from the foundation, and scattered in all directions over their ammunition and broken tackling, with mangled clothes besmeared in blood. This fort was flanked with breastworks, as a protected communication to other batteries. Eight seige guns in battery were captured on the sixth and seventh, three long guns, 64-pounders, three 64-pounder howitzers, one 32-pounder long, one 24-pounder long; total, eight guns.

"We received at the landing, as soon as he could get on board, a spy, belonging to the 11th Missouri, who informed us that the enemy were evacuating the other batteries, and in full retreat for 'Tiptonville;,' also that orders had been given to evacuate Island No. 10, after we had captured one of their batteries the evening before.

"We then proceeded up to the next battery, and found it to consist of one 64-pounder howitzer, dismounted and rendered entirely useless by our shot. Captain Walke then ordered the

shore party to proceed up to the next battery, three hundred yards further, and capture it; it consisted of one 64-pounder siege howitzer in good order, which we temporarily disabled. Observing the enemy retreating from another gun above us, we fired into them as they ran. The upper battery we found to consist of a splendid 64-pounder siege-gun mounted on a pivot. The enemy had spiked it, and set fire to a private dwelling of a loyal man on their retreat."

We then recrossed the river, and Captain Walke in person communicated with General Pope at 11, A.M., and received instructions from him to proceed over to the lower captured fort, and cover the landing of his troops; four transports came over with troops, and the landing of General Paine's division commenced immediately. A deserter (from the enemy) came on board the "Carondelet" when she first captured the fort at Watson's landing, and he reported himself to Captain Walke, who sent him to General Pope, whom he informed that the enemy were in full retreat to Tiptonville. A large quantity of ammunition was left at the captured forts, in good order. One 64-pounder struck us, and passed through our fourth cutter, starboard and quarter in the cabin, struck the stern gun, and then bounced (or glanced) overboard.

Captain Walke asked the commander of the "Pittsburg," when he came on board the "Carondelet," after the batteries were captured, why he did not obey his order "to follow his motions," and why he kept out of the battle? The latter remarked that there was no fighting going on; although he had expended a large amount of ammunition, throwing shell persistently almost over the decks of the "Carondelet," imperilling the lives of those on board, after the enemy's batteries were silenced, and the "Carondelet" had for some time ceased firing.

We here insert the report of

CAPTAIN WALKE TO FLAG-OFFICER FOOTE.

"U. S. Gunboat 'CARONDELET,' OFF TIPTONVILLE, TENN.

April 8, 1862.

"SIR:

"In accordance with the instructions of General Pope, I received on board General Granger and staff—on the morning of the 6th inst., and proceeded down the Mississippi river, opposite this place, making an extensive reconnoissance.

"On our way down, we exchanged a few shot with some of the enemy's batteries on the Tennessee side, and on our way back, we attacked one of two siege guns (32 and 24-pounder) which had engaged us: we disabled and spiked

these guns without receiving any injury. The remainder of the enemy's batteries fired upon us on our way to New Madrid, as long as we were within range.*

"After my return to New Madrid, General Pope informed me of your intention to send another gunboat; and requested that I should go down the river, and destroy the remaining batteries above Point Pleasant.

"At dawn the following morning, and after a given signal, it was his design to land his army, and attack that of the enemy at or near Island No. 10. The 'Pittsburg' did not arrive until five o'clock in the morning; but, as the transports (one at least, with troops on board), were under way going down, I got under way at 6.30 (having ordered Commander Thompson, verbally, and by signal, to follow my motions), and proceeded down to the enemy's lower and heaviest battery, consisting of one long 64-pounder gun and two 64-pounder siege howitzers. We opened a constant, deliberate, and well-directed fire upon it for three-quarters of an hour, feebly assisted by our batteries on shore, when the enemy slackened his fire. A shot passed through our fourth cutter and starboard quarter, cutting away the sheave of our wheel-rope, striking our stern gun, glanced out of the stern port, and overboard. About this time the 'Pittsburg' commenced firing at long range as she came down. As soon as our steering gear was repaired, I gradually closed on the enemy, firing a shot now and then (the 'Pittsburg' at a distance astern throwing shell in a dangerous proximity over our bow), until the fort was deserted by the enemy. I spiked and disabled the guns of this fort, and I then proceeded up the river three hundred yards further, and found a 64-pounder siege-howitzer dismantled. Three hundred yards further on I spiked another 64-pounder siege howitzer, and four hundred and eighty yards further up, we found a fine 64-pounder gun on a pivot, spiked, and being deserted by the rebels, who set fire to a private residence there, and upon whom we fired as they ran off. A large quantity of ammunition was left by them at each fort. I then made the required signal to General Pope—crossed over to our army—received further instructions from the general, and covered the disembarkment of our army on the Tennessee shore, at the captured fort above Point Pleasant.

"At evening, we steamed down to our camp opposite the enemy's fort at this place, and headed the gunboats for the enemy's battery until early this morning, when we got under way, and crossed over to Tiptonville, the enemy having disappeared.

"The officers and crew of this vessel, during the trials and dangers of their battles, conducted themselves with admirable coolness and ability; to do justice to many of them will require a more special letter.

"Most Respectfully,

Your Obedient Servant,

"Flag-Officer

A. H. FOOTE,

Commanding Naval Forces Western Waters."

H. WALKER,

"Commander U. S. Navy.

* Their shot passed harmlessly over the boat. It was then about 7 P.M., and too dark for further operations. The "Carondelet" returned the fire as she repassed these batteries, but Captain Walke had no instructions to attack them.

THE EXTENT OF THE CAPTURES MADE BY THE VICTORY AT
ISLAND NO. 10.

The result of the military and naval operations below New Madrid on our part, without the loss of a man was, according to our reports, the capture of three generals, two hundred and seventy-three field and company officers, six thousand seven hundred prisoners, and twenty pieces of heavy artillery (some were of the best character, and the latest patterns), seven thousand stacks of small arms, several wharf-boat loads of provisions, an immense quantity of ammunition of all kinds, many hundred horses and mules, with wagons, and harness, and several fine steamers.

The following vessels were captured at Island No. 10, when it was surrendered: The "Red River," a splendid Mississippi steamer; the "Ohio Belle," a fine Cincinnati-built steamer; the "DeSoto;" the "Admiral;" the "Champion;" the "Mars;" and a fine, large wharf-boat. A few other vessels were got afloat, some of which had been scuttled by the enemy.

The following are the vessels of the enemy which were reported to have been sunk or scuttled by the enemy on April 6th or 7th, namely: a large floating battery mounting eight heavy guns, set adrift by the enemy on the 7th; the "Grampus," under the subriquet of the "Dare Devil Jack," considered the fastest gunboat on the river; the "Yazoo;" the "John Simmonds;" the "Mohawk;" and one or two other steamers.

In respect to this grand achievement, impartial history must eventually assign the highest honor to General Pope and his army, while to Captain Walke and his officers will be accorded the first place in the naval branch of the service, for the operations which that officer conducted, as a part of General Pope's command. One of the paltry excuses on which Captain Walke was denied fully the credit due him by his compeers of our fleet or of our Navy, was that the services, although admitted to be of the greatest national importance, were rendered under the command, and in obedience to the instructions of Army officers; and hence, in the general congratulatory order issued to the fleet above, after the capture of the rebel forts and forces at Island No. 10, there is no reference made to the gunboats which ran past, and afterwards captured the enemy's lower batteries, which was mainly instrumental in leading to the immediate surrender of the island. These orders, which we here append, were not even sent to the

commanders of either the "Carondelet" or "Pittsburg." They were published in the papers, however, but they made no allusion to the gunboats' service below the island, which were out of sight from the flag steamer, and apparently out of mind. But General Pope's reports were published soon after in a more comprehensive and impartial form, in regard to the efficient service of the gunboats below the island. We insert the following from a writer on the fleet above the island :

"On board the 'St. Louis,' Tuesday, April 8th, 1862. 'The occupation' of Island No. 10, is thus described. At one o'clock this morning the 'Benton' sent over orders to the 'St. Louis' and 'Mound City,' to drop down and take possession. The 'St. Louis' was the first under way. Rapidly we rounded the point, and, with the aid of strong current, fast approaching the batteries, in the track pursued by the 'Carondelet' and 'Pittsburg,' a few nights since. Then the batteries were wrapped in a blaze of light, and balls hurled through the air like hail. Now we passed under the frowning batteries, which loomed blackly abreast of us, but the grim dogs were silent. Silence as of death reigned all along the shore. In less than twenty minutes we rounded to at the head of the island. The night was intensely dark, and from the wheel-house I could barely make out the dim outline of the shore. The batteries I could not distinguish. A few lights twinkled here and there among the camps. The 'St. Louis' signalled the island by whistling, but no reply could be obtained. Fearing, from the silence, lest some treachery might be meditated, the drum beat to quarters, the guns were shot, and every preparation was made for the emergency. In the mean time Captain Paulding and Purser Lew Curry set out in the ship's yawl, but owing to the bold bluffs could not find a landing. A consultation was held with Captain Kilty, of the 'Mound City,' and it was determined to anchor in the stream and wait until daylight before making any further movement. At early dawn I was upon deck. The sight was indeed a formidable one."

In this account of the enemy's works it also says that :

"The tents were still standing upon the main shore, but no one was visible, save here and there a detachment of contrabands, and groups of people. Upon the island, however, there were plenty of artillerists, leaning upon the parapets, or idly lounging about, gazing at the gunboats with curious eyes."

Describing the batteries the writer states that :

"The batteries on the island are four in number, and all located

on the right bank. . . Upon the left shore a plat of ground had been laid out. . . The first battery was located upon the head, about fifty feet in the rear of the bank. It mounts six guns at present, four 32's and two 64's, and a splendid 24-pound rifle."

It originally mounted seven guns, but on the 19th inst., one of them, a 32-pounder rifle carrying a heavy conical shell, and named the "Lady Polk," exploded. The huge fragments are still lying about the battery, and the shattered carriage still retains its original position. It is the exact mate of the "Lady Polk," which exploded at Columbus, and after the fate of its namesake, its title of "Lady Belmont" was changed to its present one. It is a curious incident that they should have met a similar fate. And now it is still more remarkable that the fragments of these two Confederate sister guns should have been collected, mounted and utilized as comfortable arm-chairs in the locust-tree grove, on the top of the mound, in the Navy Yard at Mound City, Ill., by Commodore Walke, seven years after.

"The second battery," this correspondent stated, "is only a few rods below the first, constructed in a similar manner—crescent in shape—and mounting three 32-pounders and a 24-pounder rifle. Two 32's which had never been mounted lie at the entrance. The third battery is located at the center of the right bank (west bank), and mounts five guns—two 24-pound rifle, two 32's, and one 64. A 24-pound rifle in this battery burst during the firing upon the 'Carondelet,' the night she ran the blockade. Only one man was injured by the explosion, according to the rebel accounts. The same night a tree was blown and fell into this battery, killing a lieutenant and a sergeant. The fourth battery is fully a quarter of a mile below the last-mentioned, and in a peach orchard of which I have spoken. Two 24-pound rifles are in position, and another of the same character not yet mounted. The battery, in reality, was never used or finished. The fresh tracks in the mud indicate that the rebels were at work upon it yesterday. . . The floating battery, mounting nine 9-inch Dahlgrens, formerly laid under the guns of the third battery, but after the punishment it received a week since, it was set adrift.

"There was a force of three hundred and twenty-five men upon the island, divided into three artillery companies, and one of infantry. . . The officers, however, were young men, none of them being over thirty years of age—of intelligence and spirit, evidently gentlemen's sons, dressed in gaudy uniforms, of a dashy and jaunty style. They took the capture with the utmost non-

chalance, damned the Yankees for not giving them a fair stand-up fight, and their own forces on the main shore who had fled without letting them know of it. This is an actual fact. The entire force left yesterday (the 7th), without informing them, and it was not until sunset that they discovered they were sacrificed, . . . which they denounced in unmeasured terms.

"Many of our soldiers found old friends among them, and one of them discovered his brother in one of the artillery companies. This meeting was a very pleasing and suggestive scene, and more so because it was a peaceful one, and not on the field of battle.

"Among the prisoners on the island was Lieutenant Rufus J. Polk, a nephew of Reverend General Polk. 'On the main shore,' there are seven batteries. The first, or the Kentucky battery, which was spiked by Colonel Roberts, mounted six guns; the second, six; the third, five; the fourth, four; the fifth, five; the sixth, six. The seventh was a large fort some distance back from the river, surrounded by a splendid ditch, and enclosing a huge magazine. It mounted two 64's, pointing inland. Nearly one-third of the guns in these batteries were rifled 24's and 32's, the balance 32's and 64's. Besides those mounted there were twenty guns which had never been mounted, and were lying inside of their works.

"These observations are sufficient to prove that the enemy was strengthening his position daily and hourly, and that dispatch on our part was of the utmost importance to a successful attack upon our enemy; a few days' delay would have enabled him to fortify every weak point in his rear as formidably as his front. The strength of these works was not known by our commanding officers until the 'Carondelet' made the reconnoissance and attacked them, which revealed that information to General Pope."

The above from "our own correspondent," corroborates the facts as stated by almost all the other reports which were published, and also by one of General Pope's spies, who came on board the "Carondelet" at noon of the 7th, immediately after the capture of the batteries, and reported that a great portion of the enemy's works had then been evacuated, some of his infantry and artillery having left on Sunday night, April 6th, and early on Monday morning of the 7th. And the same statement was made by Colonel Washington L. Elliott, of our army, who occupied the enemy's camp, with a detachment of his cavalry, on the afternoon of the 7th, by the orders of General Pope, before Foote had been made aware of its evacuation. Colonel Buford

had not relieved Elliott on the main land opposite Island No. 10, until the morning of the 8th. There was no doubt that the actual state of the case was truly reported by our spy, to the effect that after the "Carondelet" had so readily captured and spiked the guns of one of the enemy's batteries below the island, on the 6th, and produced a panic in the enemy's camp, a portion of their army began to retire, and on the morning of the 7th, they deserted all their works on the main land, in disorder, and they were in full retreat some hours before General Pope's forces crossed the river, which was, at or about one o'clock, P. M., on that day (not at "midnight, twelve hours later, as stated in our History of the Navy"). General Pope's army was in the enemy's lines twelve hours (at least) before the surrender of Island No. 10 to Flag-Officer Foote, which was actually twelve hours after the gunboats "Carondelet" and "Pittsburg" had silenced and captured all the enemy's batteries below the island. It should be remembered that before the perilous adventure of running the gauntlet was decided upon, our fleet had accomplished but little, if anything, above the island, and there was no hope of its making a successful attack on the enemy, whose fortifications were increasing in strength daily.

SECRETARY WELLES TO FLAG-OFFICER FOOTE.

"By telegraph from NAVY YARD, WASHINGTON,
 "To April 10, 1862.
 " Flag-Officer
 FOOTE,
Commanding Gunboat Flotilla.

"A nation's thanks are due you, and the brave officers and men of the flotilla on the Mississippi, whose labor and gallantry at Island 10, which surrendered to you yesterday, has been watched with intense interest. Your triumph is not the less appreciated because it was protracted and finally bloodless. To that Being who has protected you through so many perils, and carried you onward to successive victories, be praise, for His continued goodness to our country; and especially, for this last great success of our arms. Let the congratulations of yourself and your command, be also extended to the officers and soldiers who co-operated with you.

[Signed] "GIDEON WELLES,
Secretary of the Navy."

The following is the general order issued immediately after the receipt of the telegram from the secretary of the navy, in answer to that of Flag-Officer Foote.

[General Order No. 7.]
 "U. S. Flag Steamer 'BENTON,' ISLAND No. 10,

April 11, 1862.

"It is with the highest gratification that the Commander-in-Chief promulgates to the officers and men under his command, comprising the gun and mortar-boats, ordnance-boats, tugs, transports and others, as well as to General Buford, and officers and soldiers of the Army, who so effectually co-operated in the reduction of Island No. 10, the following telegram received from the Secretary of the Navy; and he trusts that the future will be crowned with the same success to our arms, as the past has been; and may we all, in letter and spirit, as suggested by the Honorable Secretary, render our hearty thanks to God for His goodness in giving us the victory.

"A. H. FOOTE,
 Flag-Officer."

The impressive voice of the people, and the unanimous expression of opinion through the press, with General Pope's report of the capture of Island No. 10, doubtless convinced the honorable secretary of the navy, that there was at least something wanting in the official reports. And being anxious to give the flotilla all the credit that was claimed for it, without destroying the harmony of the Navy, as well as its cordial co-operation with the Army, he immediately despatched the letter of general thanks from the Navy department, to those officers whose services had evidently been overlooked. The "Report of Secretary of the Navy (1862)," contains the letter of thanks to Captain Walke, and other officers of his command, and to Colonel Roberts and those officers and men of the fleet, and of the 42nd Illinois regiment, who spiked the guns of Battery No. 1. The first-mentioned letter of thanks to the fleet, is omitted in this report of the secretary. But, contrary to this honorable acknowledgment, our *History of the Navy* omits the second letter, and substitutes that which was previously telegraphed under false impressions, or when the secretary of the navy was not informed of the principal facts. The letter of the flag-officer to the secretary, however, is inserted in both, which is dated April 11th. After complaining, in this letter, "that General Halleck's dispatches made no reference to the capture of the forts, and the continuous shelling of the gun and mortar-boats, &c.," he finally compliments the officers and men generally and indiscriminately.

Such is the simple and truthful account of the capture of Island No. 10. The surrender to Flag-Officer Foote, on the morning of the 8th, was inevitable, but delayed by the enemy, doubtless as a *ruse* to gain time, to destroy their works on shore with their vessels, and to escape from General Pope's army.

Island No. 10, we continue to repeat, was captured by the gunboats under Captain Walke, and the Army, both under General Pope's immediate command, on the 6th and 7th days of April, 1862, notwithstanding the false and laborious accounts to the contrary.

The biography of Admiral Foote, lately published (1874), not only repeats many of the misrepresentations referred to, but one of the diagrams seems to have been tampered with by some one deeply interested in the flag steamer. Those which represent the three gunboats, "Benton," "Cincinnati," and "St. Louis," at close quarters with Fort No. 1, on the 6th and 7th of April, are not true to the facts: nor as they were represented in the original drawing of that diagram, with our fleet, at Island No. 10.

The bombardment occurred on the 17th of March, long before the above dates, as the records herein show; and they show also, that on the 7th day of April, the "Pittsburg" and "Carondelet" were below the island, driving the enemy out of their forts.

But in this diagram of that day, the "Benton" is represented between two gunboats, as she was twenty days previous, when they "made an attack on the forts, at a distance of two thousand yards or more," which would indicate that our fleet had an engagement with the enemy's forts on the day of their evacuation, and the surrender of the forts about Island No. 10, as it appears in our *History*, was the effect of some mysterious action of our fleet, unknown to their officers.

Our historians seem to have been denied a freedom of acknowledging the particular and most important facts of the action of the gunboats in achieving this victory, or a proper idea of it, excepting Lossing's and Headley's. The *History of the Great Rebellion*, "which attempted to give a succinct and authentic account of the war," gives us the following as the facts: "The transports for General Pope passed the canal on the night of the 6th of April, and, on the same night, the gunboat 'Pittsburg' ran past the island, and attacked the enemy's batteries at the point designated," &c. The most charitable excuse that we can imagine for such a misrepresentation, is that the historian did not read the official accounts, or those which were published from Maine to Texas.

EXTRACT FROM A DIARY AT TIPTONVILLE.

"11th. A steamer is coming from New Madrid. At last we have indubitable evidence that the blockade of the Mississippi is

raised to this point, and that navigation upon this great channel of intercommunication is resumed.

"10 A.M. The transport 'Trio,' with General Pope and staff, has just arrived. The general brings the intelligence that Island No. 10 surrendered to the flag of Commodore Foote last night, the 8th. The rebel gunboats and the ram were reported about five miles below Tiptonville."

CONFEDERATE GUNBOATS SIGHTED.

On the 11th of April, a Confederate steamer made her appearance in sight of our gunboats, evidently reconnoitering, and then retired. On the 12th inst., when the "Carondelet" and "Pittsburg" were lying at Tiptonville, another Confederate steamer came up the river in sight, which afterwards proved to be one of the squadron of rebel gunboats which we met the next day, then evidently on their way up the river to attack and overpower the "Carondelet" and "Pittsburg," which they had watched up to the afternoon of the 12th of April. They doubtless expected or hoped to find them still at Tiptonville, unsupported by the rest of our fleet from above Island No. 10.

These rebel gunboats were then guarding a very large transport and barge, and, having made a reconnoissance of our position, they retired. On the afternoon of the same day, Flag-Officer Foote, with the "Benton," "St. Louis," and "Cincinnati," passed down the river under all speed, making signal to the "Carondelet" and "Pittsburg," to "follow his motions." They immediately did so; and, joining the flotilla, continued on the way to Fort Pillow, accompanied by General Pope's army in transports; and at evening the flotilla moored to the bank in a tropical thunder-storm, at Needham's cut-off.

Early on the following morning, April 13th, our fleet started down the river, and at about 8 o'clock, they met four or five iron-clad rebel gunboats, with other vessels,* apparently transports. The gunboats maneuvered for some time, all the while approaching our fleet, and commenced firing at long range. The "Benton" and "Carondelet" being the two leading steamers, in two lines returned the enemy's fire, advancing upon him at full speed; the remainder of our fleet opened fire also, but they were so far astern, and out of range, that the flag-officer made signal for them

* The enemy's gunboats were commanded by J. W. Dunnington, of Kentucky, formerly a lieutenant in the U. S. Navy, and a quondam friend and shipmate of Captain Walke.

to "cease firing"; but at the same time hailed the "Carondelet," and stated that the signal was not for her, but for our gunboats, which were so far astern of him, that their shells were exploding too near his head. And it was then a matter of uncertainty whether they were from the enemy ahead, or from our friends astern. After four or five shots the enemy turned, and retreated down the river.

On board the "Carondelet," Matthew Arthur, a quartermaster and captain of No. 1 gun, was blown away from the muzzle of the gun by a premature discharge, when he was pointing and elevating it with a quadrant at the muzzle. His injuries were not more serious than a broken arm, and bad burns; and this faithful old sailor continued in service on the Mississippi until it was cleared of the enemy, receiving for his reward a medal of honor from the Navy Department.

Naval operations before Island No. 10 were finally and appropriately closed by the following letter of thanks from the Navy Department, read on board the "Carondelet" and "Pittsburg" on the 22nd of April.

SECRETARY WELLES TO FLAG-OFFICER FOOTE.

"NAVY DEPARTMENT,

April 12, 1862.

"SIR:

"The Department desires you to convey to Commander Henry Walke, and the officers and men of the 'Carondelet,' also to Acting First Master Hoel, of the 'Cincinnati,' who volunteered for the occasion, its thanks for the gallant and successful services rendered in running the 'Carondelet' past the rebel batteries on the night of the 4th inst. It was a daring and heroic act, well executed and deserving a special recognition. Commendation is also to be extended to the officers and crew of the 'Pittsburg,' who in like manner on the night of the 7th inst. performed a similar service. These fearless acts dismayed the enemy, enabled the army under General Pope to cross the Mississippi, and eventuated in the surrender to yourself of Island 10, and finally, to the capture by General Pope, of the forts on the Tennessee shore, and the retreating rebels under General Mackall. I would also, in this connection, render the acknowledgments which are justly due the officers and crew of the several boats, who, in conjunction with a detachment of the Forty-second Illinois regiment under Colonel Roberts, captured the first rebel battery and spiked the guns on Island No. 10, on the night of the 1st inst.; such services are duly appreciated by the Department, which extends its thanks to all who participated in the achievement.

"I am Respectfully,

Your Obedient Servant,

"Flag-Officer

A. H. FOOTE,

Commanding Gunboat Flotilla."

"GIDEON WELLES.

The foregoing letter was indorsed on the back in Admiral Foote's handwriting, as follows :

"Forwarded with the order that this paper, which the commander-in-chief is most happy in transmitting to the brave and gallant officers and men to whom it refers, shall be publicly read on board the 'Carondelet' and 'Pittsburg,' and afterwards retained by Commander Walke, who commanded with so much ability and gallantry (assisted by First Master Hoel, of the gunboat 'Cincinnati'), below New Madrid, which enabled the army to cross the Mississippi at that point, and to secure, with the aid of the flotilla above, the possession of Island No. 10, and the adjacent batteries on the Tennessee shore.

"A. H. FOOTE,
Flag-Officer,

Commanding Naval Forces, Western Waters.

"OFF FORT PILLOW, April 22, 1862."

We cannot avoid the reflection which comes to us when we consider the operations of those who robbed the "Carondelet" of her credit, that had she suffered the probable fate predicted by the flag-officer and his council of war, "with one exception," that there would have been quite a different cry from those parties. General Pope and Captain Walke would then have had full credit for offering to go "into the jaws of death," and dragging the innocent officers and crew with them. Those of the council who "*were decidedly opposed to running the blockade, believing it would result in the almost certain destruction of the boats which should attempt to pass the six forts, with fifty guns bearing upon the vessel,*" would then have been the brave but wise advisers of the flag-officer, and the "one exception" would not have had his name hid "under a bushel" in our Navy records.

The letter of the secretary, doubtless, was owing to Pope's report, rather than to that of Foote, and also to the voice of the press.

The indorsement of Foote is not in the records, or in the reports of the secretary, although it was published in all the newspapers, with the letter of thanks.

The honorable secretary of the navy was also misled in the idea that the gunboats which ran past the Confederate batteries, so terrified our foe, without firing a shot, that he immediately and prematurely surrendered to Foote, before the capture or the attack was made upon the enemy's batteries below New Madrid by these gunboats, and before General Pope had crossed the river at that point. The battery referred to in the letter of the secretary, was not on Island No. 10, but was about three and a half, or

at the least calculation, three miles above the island, on the eastern bank of the river, near the boundary line of Kentucky and Tennessee—an error which is, of course, repeated in our *History of the Navy*.

GENERAL MACKALL TO HIS TROOPS.

As a specimen of the *suaviter in modo* and *fortiter in re* style of bulletin, the following order of the general in command at the island, is inserted. The first Napoleon attached great importance to the style of his bulletins; and, it would seem, justly so, judging from their effect on the people for whom they were designed. Less fortunate, however, was General Mackall, whose order of April 5th was as follows:

“Soldiers: we are strangers; commander and commanded; each to the other let me tell you who I am. I am a general made by Beauregard; a general selected by Beauregard and Bragg for this command, when they knew it was in peril. They have known me for twenty years. We have stood upon the fields of Mexico. Give them your confidence now; give it to me when I have earned it. Soldiers: the Mississippi valley is entrusted to your courage, to your discipline, to your patience. Exhibit the vigilance and patience of last night and hold it.

(Signed)

“H. D. MACKALL,
Brigadier-General Commanding.”

The above address will convince our readers that the Confederates then had no idea of surrendering to our fleet, nor until the “Carondelet” captured one of their batteries on the 6th. This promising “vigilance” of General Mackall resulted in a speedy failure when two of our gunboats passed their watchful batteries with no other damage than a cool ducking. “It is not good to eat much honey, so for men to search their own glory is not glory.” Pro. xxv. 27.

The floating battery which is represented to have been shelled and driven away by our gunboats, opened fire bravely, notwithstanding, upon the “Carondelet” and “Pittsburg,” after they had passed below Island No. 10. The Confederate historian makes an interesting statement of these events, which proves that our enemy was perfectly confident of his ability to repulse our fleet in any attack it should make, until he was terrified by the “Carondelet’s” attack upon the forts in his rear.

The Confederates, as usual, concealed their losses with the

utmost care. Their dead and wounded were carried from the rebel batteries in full view of the officers and crew of the "Carondelet," over the fields into the woods for shelter during the bombardment.

On the 8th the famous floating battery of sixteen 64-pounders, which threw her "harmless shot" as the "Carondelet" passed, cut a sorry figure in her last struggle to escape final destruction and capture. Having been sent adrift the previous morning, she ultimately floated past New Madrid, creating consternation and receiving the fire of our fortifications. About 8, P. M., one of her guns was dismounted, and finally, owing to her scuttled condition, she drifted to the shore and sunk near Point Pleasant. While firing on her one of our gunners was blown to atoms by the bursting of his gun, at the upper fort, below New Madrid.

The *Southern History of the War* says:—"All our guns, seventy in number, varying in caliber from 32 to 100-pounders rifled, were abandoned, together with our magazines, which were well supplied with powder, large quantities of shot, shell, and other munitions of war. The transports and boats were scuttled. Nothing seems to have been done properly. Guns were spiked with rat-tail files, but so imperfectly that several of them were rendered serviceable to the enemy in a short time. The floating battery, formerly the Pelican dock at New Orleans, of sixteen heavy guns (and which was at Columbus), after being scuttled was cut loose. At daylight of the 8th it was found lodged a short distance above Point Pleasant, and taken possession of by the enemy, with all the stores on board. The unhappy men on the island were abandoned to their fate, the Confederates on the main land having fled with precipitation. No single battle-field had yet afforded to the North such visible fruits of victory as had been gathered at Island No. 10. While the people of the South were induced to anticipate a decisive and final repulse of the enemy on the waters of the Mississippi, the news reached them through northern channels that the capture of Island No. 10 had been effected on the 8th of April. The 'Carondelet' alone captured a battery on the 6th. On that night of April 6th, General Mackall moved the infantry and Stewart's battery to the Tennessee shore, to prevent the landing of the anticipated attack."

The above concurrent history, from the best authority on the Confederate side, is important in order to show the dispiriting effect of this achievement on the Confederacy.

SOUTHERN JOURNALS ON THE LOSS OF ISLAND NO. 10.

We also give the following extract from the *Richmond Examiner*, April 27, 1862 :

"Island No. 10, as far as regards its future relations to the Southern Confederacy, is also among the '*things that were.*' . . . If Fort Pillow falls, of course Memphis goes with it, and New Orleans, the grand prize of the Federals, comes next on the programme. It is not probable that with the rich fruit so nearly ready to pluck, the enemy will stop without some further demonstration, or that a stupendous effort will not be put forth to secure the keystone of the south and west. There is little panic in Memphis, however. The people are quietly, if not almost callously, anticipating the worst. That hope which springs eternal in the human breast, was here most rudely shocked."

The completeness of our operations upon the enemy's batteries, in the rear of their position at Island No. 10, and its fatal consequences to the rebellion, will be understood by reading the lamentations of the press at Richmond, in connection with the capture of Forts Henry and Donelson. It marks out the steady progress our Army and Navy were making into the heart of the enemy's country, and thus far (to the southern boundary of Kentucky), we had suppressed the rebellion.

The *Richmond Press* of April 14th, said : "The circumstances as connected with the surrender of this position, with all its guns, ammunition, &c., are humiliating in the extreme. The daily bulletin from Island No. 10, for many days represented that the enemy, after an incessant bombardment for many hours, had inflicted no injury. We were constantly assured that the place was impregnable, and that the enemy could never pass it. Brigadier-General Mackall assumed command on the 5th, in a flaming order in which he pronounced himself a general, made by 'Beauregard and Bragg.' Two days after, the island was surrendered, and along with it, according to the Federal Commander Foote, seventy cannon, varying from 32 to 100-pounders, rifled. . . . The magazines are well supplied with powder, and there are large quantities of shot and shell, and other munitions of war, and great quantities of provisions; four steamers afloat have fallen into our (their) hands. The commodore says that the works were erected with the highest engineering skill, were of great strength, and with their natural advantages, would have

been impregnable, if defended by men (so says the writer) fighting for a better cause.

“It may be that both desired to magnify his own achievements by representing the place as stronger than it really was ; but then did not our own accounts, in the vain boasting of the Memphis telegrams, make the defenses just as strong and impregnable as the burnt fool does? They certainly did, and were it not that we have been so often surprised by the surrender of forts and fortifications that were boasted of as being impregnable, we should indeed be amazed at the surrender of the famed Island No. 10, which has furnished so many paragraphs for telegraphing. But even the surrender need not have carried necessarily along with it the ammunition and the boats. Could they not have been destroyed? Why add all this, and the provisions, to the new present of cannon to the Federals? Our gifts of cannon have been quite munificent, even to impoverishing ourselves; and we need not add so liberally of other things in our offerings, to those who are better supplied than we are. We do not know that we would inquire into these matters; we are utterly disgusted with those islands, and trust they are ended with Island No. 10. They and the lost forts were all fruitful enough of disappointment and mortification; but Island No. 10 seemed to have capped the climax, and by right of excellence ought to wind up this miserable history.”

The above statement will also assist the reader to form a correct idea of the surprise and panic the “Carondelet” had the day before created with her 64-pounder shell, which exploded in the midst of their camps suddenly. The reader will find further confirmation of this fact in the *Southern History of the War*.

Lossing’s *History* is more just to General Pope and Captain Walke by far, than our own *Naval History*, in which the name of the latter is omitted, except where it appears unavoidably in the official reports.

While thus pursuing the enemy with our whole fleet, we did not forget that it was the Sabbath day, and the commandments thereof were gratefully remembered, and we, or some of us, kept it the best way we could, as a day of rest and devotion. “Performed divine service,” and felt like singing the song of Moses and Miriam: “I will sing unto the Lord, for He hath triumphed gloriously; the horse and his rider hath He thrown into the depths of the sea.”

The Navy contributed its full share of service in the war, and

can well afford to be just and truthful in its narrative of its acts, as well to its own officers, as to those of the Army. We therefore, while narrating with a reasonable pride, the services of that branch of the Navy represented by the gunboats, are battling for a fair record to those officers of the Navy and Army who have been denied it in our histories.

The injustice of the official history is nowhere shown more distinctly than in its omission of the operations below Island No. 10, by the army under General Pope, and the gunboats under Captain Walke, which we have so fully and truthfully described in this work.

To correctly appreciate the events referred to, historians must, hereafter, look to other sources of information than our *Naval History*. Nor are our records of the War Department by any means perfect.

The official dispatches of Flag-Officer Foote differ from all other accounts, in reference to the date of the surrender of Island No. 10. It is represented in that despatch that the "Pittsburg" was above Island No. 10 on the morning of the 8th of April, while according to the other accounts, that vessel was below the island on the 6th and 7th,—forty-eight hours difference in time. In one instance she is twelve hours earlier, and in the other twelve hours later. The first telegram represents that vessel as just leaving our fleet above Island No. 10 at 2 o'clock in the morning of April 8th, and the last reports her below New Madrid on the 6th and 7th; as having previously passed the enemy's batteries, and attacking them below the island; which was evidently a mistake that would naturally mislead a historian (with his ideas biased in that direction), that Island No. 10 was surrendered to Commodore Foote *before* our troops had crossed over the river, or our gunboats had captured the enemy's batteries below Island No. 10; thereby conferring a mistaken honor on our Navy at the expense of our Army, and one irreconcilable with the records of both Army and Navy.

The *Secretary of the Navy Report of 1862*, page 406, has this telegram via Cairo referred to :

FLAG-OFFICER FOOTE TO SECRETARY WELLES.

"Flag Steamer 'BENTON,' OFF ISLAND No. 10,
April 8, 1862.

"This morning at two o'clock, in a heavy thunder-storm, the gunboat 'Pittsburg,' Lieutenant-Commander Thompson, ran the blockade under fire of *seventy-three* guns, and has probably reached New Madrid, and is with

the 'Carondelet,' Commander Walke, as reports of heavy guns are heard opening upon the rebel batteries on the opposite shore to destroy them, that General Pope with his army may land on the Tennessee side, preparatory to moving to attack the rear of the rebels at this place, while we attack them in front.

"A. H. FOOTE,

"Hon. GIDEON WELLES,

"Flag-Officer, Commanding.

Secretary of the Navy, Washington, D. C."

It is well known that in any contemplated battle no combined simultaneous attack upon an enemy, would or could be made successfully without some previous arrangements by the commanding officers for that purpose. But the correspondence of those officers at Island No. 10 contains no information to that effect, nor an idea of it, until after General Pope defeated the enemy, and captured all his works below and in the rear of the island, which therefore surrendered inevitably to Flag-Officer Foote, without his attack.

The following is the last report which Flag-Officer Foote made to the Navy Department, of the capture of Island No. 10, already referred to.

ENGAGEMENT OF THE "CARONDELET" AND "PITTSBURG" WITH
THE ENEMY IN THE VICINITY OF NEW MADRID,
APRIL 6TH, 1862.

"U. S. Flag Steamer 'BENTON,' ISLAND No. 10,

April 11, 1862.

"SIR:

"I have the honor to enclose a report from Commander Walke, of the gunboat 'Carondelet,' detailing the services rendered by him and the Pittsburg, Lieutenant-Commander Thompson, in the vicinity of New Madrid; from which it will be seen that the boats opened upon, and effectually silenced, and captured, several heavy batteries on the Tennessee side of the river, on the 6th and 7th instants; without which destruction it would have been impossible for General Pope to have crossed over the river, for the purpose of attacking the rebels in the rear at No. 10, while the gun and mortar-boats would make the attack in front.

"There has been an effective and harmonious co-operation between the land and naval forces, which has, under Providence, led to the glorious result of the fall of this stronghold, No. 10, with the garrison and munitions of war, and I regret to see in the dispatches of Major-General Halleck, from St. Louis, no reference is made to the capture of the forts, and the continuous shelling of the gun and mortar-boats, and the Navy's receiving the surrender of No. 10, when, in reality, it should be recorded as a historical fact that both services equally contributed to the victory—a bloodless victory—more creditable to humanity than if thousands had been slain.

"I also enclose reports from Lieutenants Commanding Gwin and Shirk, of the gunboats 'Taylor' and 'Lexington,' in the Tennessee, giving a

graphic account of that great battle, and the assistance rendered by these boats near Pittsburg; stating that 'when the left wing of our army was being driven into the river, at short range, they opened fire upon them, silenced the enemy, and, as I hear from many Army officers on the field, totally demoralizing his forces, and driving them from their position in a perfect rout, *in the space of ten minutes.*'

"These officers and men, as well as those of Commander Walke, and the officers and men of the 'Carondelet' and 'Pittsburg,' behaved with a degree of gallantry highly creditable to themselves and the Navy.

"I proceed to-day with the entire flotilla, to New Madrid, and leave to-morrow for Fort Pillow, or the next point down the river which may attempt to resist the raising the blockade.

"I have the honor to be, Very Respectfully,
Your Obedient Servant,

[Signed]

"A. H. FOOTE,

Flag-Officer.

"HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

The mistakes occurring in this report, of the presence of the "Pittsburg" at New Madrid on the 6th, and that "while the gun and mortar-boats would make the attack in front," has been previously noticed in other reports; it seems to be at least an after-clap, as no such combined assault occurred, nor was it expected.

The most imposing public document of this crisis is the *Report of the Honorable Secretary of the Navy*, in which he ascribes the surrender of Island No. 10 to the "persistent and severest struggles and conflicts" of our fleet, to the commander of the naval forces at the island, and that not a gun was fired by the Army except from the command of Colonel Buford, which at the latter place co-operated with the Navy." Such mistakes are well calculated to mislead any historian. Colonel Buford's command was at the canal, some six or seven miles above the island, when it surrendered, which was then called a bloodless victory, as the enemy fled before Pope's army.

In confirmation of the preceding narrative, we annex the Report of the operations which resulted in the capture of Island No. 10.

"HEADQUARTERS ARMY OF THE MISSISSIPPI,

"Camp five miles from Corinth, Miss., May 2, 1862.

"GENERAL:

Extract.]

"On the 17th of March, I suggested to Commodore Foote by letter, that he should run the enemy's batteries with one of his gunboats, and thus enable me to cross the river with my command, assuring him that by this

means, I could throw into the rear of the enemy men enough to deal with any force he might have. This request the commodore declined on the ground of impracticability.

“On the 4th, Commodore Foote allowed one of the gunboats to run the batteries at Island No. 10, and Captain Walke, United States Navy, who had volunteered, (as appears from the commodore's order to him,) came through that night with the gunboat ‘Carondelet.’ Although many shots were fired at him as he passed the batteries, his boat was not once struck. He informed me of his arrival early on the 5th.

“On the morning of the 6th, I sent General Granger, Colonel Smith of the Forty-third Ohio, and Captain L. H. Marshal, of my staff, to make a reconnoissance of the river below, and requested Captain Walke to take them on board the ‘Carondelet’ and run down the river, to ascertain precisely the character of the banks, and the position and number of the enemy's batteries. The whole day was spent in this reconnoissance, the ‘Carondelet’ steaming down the river in the midst of a heavy fire from the enemy's batteries, along the shore. The whole bank for fifteen miles was lined with heavy guns at intervals in no case exceeding one mile. Intrenchments for infantry were also thrown up along the shore, between the batteries. On his return up the river, Captain Walke silenced the enemy's batteries opposite Point Pleasant, and a small infantry force under Captain L. H. Marshal landed and spiked the guns.

“On the night of the 6th, at my urgent request, Commodore Foote ordered the ‘Pittsburg’ also to run down to New Madrid. She arrived at daylight, having, like the ‘Carondelet,’ come through untouched. I directed Captain Walke to proceed down the river at daylight on the 7th with the two gunboats, and, if possible, silence the batteries near Watson's landing, the point which had been selected to land the troops, and at the same time I brought the four steamers into the river and embarked Paine's division, which consisted of the Tenth, Sixteenth, Twenty-second and Fifty-first Illinois regiments, with Houghtaling's battery of artillery. The land batteries of 32-pounders, under Captain Williams, First United States Infantry, which I had established some days before opposite the point where the troops were to land, were ordered to open their fire upon the enemy's batteries opposite, as soon as it was possible to see them. A heavy storm commenced on the night of the 6th, and continued with short intermissions for several days. The morning of the 7th was very dark, and the rain fell heavily until midday. As soon as it was fairly light, our heavy batteries on the land opened their fire vigorously upon the batteries of the enemy, and the two gunboats ran down the river and joined in the action. I cannot speak too highly of the conduct of Captain Walke during the whole of these operations. Prompt, gallant, and cheerful, he performed the hazardous service assigned him with signal skill and success. About 12 o'clock *m.* he signalled me that the batteries near our place of landing were silenced, and the steamers containing Paine's division moved out from the landing, and began to cross the river, preceded by the gunboats. The whole force designed to cross had been drawn up along the river bank, and saluted the passing steamers with cheers of exultation. As soon as we began to cross the river the enemy began to evacuate his position along the banks and the batteries

along the Tennessee shore opposite Island No. 10. His whole force was in motion toward Tiptonville, with the exception of the few artillerists on the island, who in the haste of the retreat had been abandoned. As Paine's division was passing opposite the point I occupied on the shore, one of my spies, who had crossed on the gunboats from the silenced battery, informed me of this hurried retreat of the enemy. I signalled General Paine to stop his boats, and sent him the information, with orders to land as rapidly as possible on the opposite shore, and push forward to Tiptonville, to which point the enemy's forces were tending from every direction. I sent no force to occupy the deserted batteries opposite Island No. 10, as it was my first purpose to capture the whole army of the enemy. At 8 or 9 o'clock that night (the 7th) the small party abandoned on the island, finding themselves deserted, and fearing an attack in the rear from our land forces, which they knew had crossed the river in the morning, sent a message to Commodore Foote surrendering to him. The divisions were pushed forward to Tiptonville as fast as they were landed, Paine leading. The enemy attempted to make a stand several times near that place, but Paine did not once deploy his columns. By midnight all our forces were across the river and pushing forward rapidly to Tiptonville. The enemy, retreating before Paine and from Island No. 10, met at Tiptonville during the night in great confusion, and were driven back into the swamp by the advance of our forces, until at 4 o'clock A.M. on the 8th, finding themselves completely cut off, and being apparently unable to resist, they laid down their arms and surrendered at discretion. They were so scattered and confused that it was several days before anything like an accurate account of their number could be made. Meantime I had directed Colonel W. L. Elliott, of the Second Iowa cavalry, who had crossed the river after dark, to proceed as soon as day dawned to take possession of the enemy's abandoned works on the Tennessee shore, opposite Island No. 10, and to save the steamers if he possibly could. He reached there before sunrise that morning, (the 8th,) and took possession of the encampments, the immense quantity of stores and supplies, and of all the enemy's batteries on the mainland. He also brought in about two hundred prisoners. After posting his guards and taking possession of the steamers not sunk or injured, he remained until the forces from the flotilla landed. As Colonel Buford was in command of these forces, Colonel Elliott turned over to his infantry force the prisoners, batteries and captured property, for safe-keeping, and proceeded to scour the country in the direction of Tiptonville along Reelfoot lake, as directed.

"I am, General, Respectfully,
Your Obedient Servant,

"Brig.-General G. W. CULLUM,
Chief of Staff and of Engineers.
PITTSBURG LANDING, TENNESSEE."

"JOHN POPE,
Major-General Commanding.

"HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
"NEW MADRID, *March 17, 1862.*

"General CULLUM :

"If Commodore Foote can run past the batteries of Island No. 10, with two or three gunboats and reach here, I can cross my whole force and cap-

ture every man of the enemy at Island No. 10 and on the mainland. I shall send a messenger to him suggesting it; but for fear of accident you had perhaps best send him this letter. He had best be careful in approaching this place, in case he gets past the battery, and display a white flag some distance off.

"I am General, Respectfully,

Your Obedient Servant,

"JOHN POPE,

Brigadier-General Commanding."

"HEADQUARTERS DISTRICT OF THE MISSISSIPPI,

"NEW MADRID, *March 23, 1862.*

"Major-General HALLECK:

"Since yesterday our gunboats seem to have ceased their fire, and are waiting for us to reduce the batteries opposite Island 10. If I can cross this force it will be an easy matter, as the batteries are only earth parapets, open to the rear—such works as could be put up in twenty-four hours. The river is very high and rising still, and the current runs so furiously that a row-boat manned by six oarsmen, which I sent out yesterday, was unable to stem it and floated down three miles. It was necessary to haul it back to the upper redoubt by land. The river is over a mile wide at every point—a distance too great for our guns to cover the landing on the opposite side. To cross this army under such circumstances, in the face of the enemy, will be a difficult and dangerous operation, and nothing except the utter failure of our gunboats to achieve what they promise, and the imperative necessity of taking the enemy's batteries, now that they have been assailed, would induce me to hazard such an operation with volunteers, without positive orders. The difficulties have much increased since I first determined upon such a movement by the greatly increased velocity and fury of the current. The canal cannot be made deep enough for gunboats, and there will be nothing to cover our landing on the opposite bank. The movement must therefore be made under cover of darkness, which will greatly increase the danger and chance of confusion. I see well the necessity of carrying the enemy's works, now that the attack has begun, but it is distinctly to be understood that no manner of assistance has been, or, from appearances, can be rendered us by the gunboats of the flotilla. Commodore Foote declines to run any of his boats past the batteries, for fear of losing them. I have offered, through Colonel Bissell, engineers to secure the boat against damage from the enemy's fire, but Commodore Foote fears that the enemy may board her. Surely such a risk is much less than will be that of crossing a large force in frail boats, over a wide, swift river, in the face of an enemy, and without anything to cover the landing. I shall, however, carry out the operation, but I would respectfully suggest that if any plan of operations down this river has been made with the belief that our gunboat flotilla can dislodge the enemy from any batteries they choose to place on the mainland or on the islands, it must of necessity fail. Unless the gunboats are able to perform what has been asserted for them, the line of the river is the strongest the enemy has. If the enemy have planted batteries on the upper end of any island below us, we will have the same delay and difficulty we have had here. I must disembark, pass around by land, establish bat-

teries below the enemy, and wait until they are starved out, as it is not likely that other places will be found where canals can be dug, so as to bring transports below the enemy's batteries without passing in range. Even if such places could be found wherever the enemy established a battery, I would be obliged, as I am now, to cross without cover or the aid of gunboats, in the face of the enemy. Of course, if the land forces are to cross and re-cross this river at every battery of the enemy along its banks and on the islands, and carry their works, we must be delayed in our progress beyond all reason, and must certainly sustain some disaster.

"I have also to complain that the corps of newspaper correspondents with the flotilla have been put in possession of my plans for bringing down boats here by digging a canal, and have published it in the newspapers. I fear to write anything lest I see it in a day or two in all the newspapers in the country. My dispatches to Colonel Buford and Commodore Foote concerning the blockade of the river below them were official, and not designed for publication. I regret to trouble you with such matters, but if my intentions and movements are published days in advance, by persons not under my control, I must cease to correspond with the forces above me.

"I am, General, Respectfully,
 "Your Obedient Servant,
 "JOHN POPE,
Brigadier-General Commanding."

[By telegraph from Headquarters, St. Louis.]

"CAIRO, *March 24, 1862.*

"Major-General JOHN POPE, New Madrid:

"Yours of yesterday received. Commodore Foote will not attempt to run past the batteries and he cannot reduce them. If the crossing cannot be effected with safety it had better not be undertaken. The main object is accomplished by holding the enemy in position. If the idea of crossing is given up, send all the forces you can spare to Bird's point to be transported up the Tennessee. We can there turn the enemy and cut off his retreat by land, while your guns command the river. If this meets your views I will also withdraw the forces from Hickman with the same object. The immediate reduction of these batteries is not important, but the failure in an attempt to cross your army over the river might be disastrous. I am decidedly in favor of the move up the Tennessee. Answer.

"H. W. HALLECK.
 "Major-General.

A TRUE COPY:

"C. A. MORGAN,
Colonel and Acting Aid-de-Camp."

"NEW MADRID, *March 27, 1862.*

"Major-General HALLECK:

"Your dispatch of 24th received. I will take Island No 10 within a week, trust me. As Commodore Foote is unable to reduce it, and unable to run his gunboats past it, I would ask, as the boats belong to the

United States, that he be directed to remove his crews from two of them and turn over the boats to me. I will bring them here. I can get along without them, but will have several days' delay. The railroad from Bird's point to Sikeston under water, and route to Commerce impracticable from backwater of swamps. Troops could not be taken from here until the river is open. I am confident of success, and shall carefully provide against every danger in crossing the river.

"JOHN POPE,
Major-General Commanding."

"HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
"NEW MADRID, April 5, 1862.

"Commodore A. H. FOOTE:

"Your note of yesterday is just received. Captain Walke arrived safely with the 'Carondelet,' not a shot having touched her. Officers and men are in good condition, and anxious for service. I requested Colonel Scott, Assistant Secretary of War, to write you yesterday in relation to sending another one of the gunboats, and, with profound respect, I venture to urge you still further on the subject. I have not a doubt but that one of them could run the batteries to-night without any serious injury. Notwithstanding their inferior character, the enemy's gunboats pass and re-pass our batteries in the night without injury. My best artillerymen, officers of the regular army of many years' service, state positively that it is impossible in the night to fire with any kind of certainty the large guns—thirty-twos—of our batteries, especially at a moving object. The guns fired at the 'Carondelet' passed two hundred feet above her. I am thus urgent, sir, because the lives of thousands of men, and the success of our operations hang upon your decision. With the two boats all is safe; with one it is uncertain. The lives of the men composing this army are in my keeping, and I do not feel justified in omitting any steps to fortify this movement against any accident which might occasion disaster not to be repaired. Certainly the risk to a gunboat moving down in the night is not nearly so great, and involves no such consequences as the risk to ten thousand men crossing a great river in the presence of the enemy. You will excuse me, I am sure, if I seem urgent. A sense of duty alone impels me to present the facts to you as forcibly as possible.

"I am, sir, Respectfully,
Your Obedient Servant,

"JOHN POPE,
Major-General Commanding."

I certify that the foregoing are true copies.

Captain and A. D. O.

CHAPTER X.

ISLAND NO. 10.

Confederate Accounts of the Capture of Island No. 10.—Letter from an Officer on board the "Carondelet."—Brief Review.

THE Confederate daily bulletin from Island No. 10, for many days, represented that "the enemy, after an incessant bombardment of many hours, had inflicted no injury." The people of the South were constantly assured that "the place was impregnable, and the enemy never could pass it." The bombardment had been one of unparalleled length. Every day the mortars continued to boom, and still the cannon of the island replied with dull, sullen roar, wasting shot and temper alike. The scenes of this long bombardment are described as affording some of the most magnificent spectacles. . . . The news reached them through northern channels, that the capture of Island No. 10 had been effected on the 8th of April. "The evacuation was effected in the greatest precipitation; those occupying the shore fleeing, and leaving those on the island with the sick, and all the cannon, seventy in number, from 32 to 100-pounders rifled, munitions, and vessels, and six hundred prisoners." General Mackall had just assumed command, and issued the order containing the expression to his soldiers, "Let me tell you who I am!" &c. "The enemy was busy; escaping the vigilance of the Confederate commander, cutting a canal twelve miles long, for steamers and barges to New Madrid, over the peninsula, through the heavy forest, which had to be sawed off, four feet under water, by hand." "One of the enemy's boats, the 'Carondelet,' passing the island, *engaged* Bucker's battery.* The unhappy men on the island were abandoned to their fate. No single battle-field has yet afforded to the North such visible fruits of victory as has been gathered at Island No. 10.

The loss of this stronghold was thus lamented in Richmond:

"We have saved none of our cannon or munitions; we have

* And destroyed it, he might have said truly.

lost our boats ; our sick have been abandoned ; there can be no excuse for the wretched mismanagement and infamous scenes that attended the evacuation ; our transports have been scuttled ; the floating battery (formerly the Pelican Dock at New Orleans) has been sent adrift ; in one of the hospital-boats were a hundred poor wretches half dead with disease and neglect. On the shore there are crowds of our men wandering about, some trying to construct rafts with which to float down the river ; some lost in the cane-brakes, without food."

A LETTER TO THE PITTSBURG EVENING CHRONICLE.

These scenes, as they appeared on board the "Carondelet," were thus described in the *Pittsburg Evening Chronicle* :

"U. S. Gunboat 'Carondelet,'

"Off Tiptonville, Tenn.

"Believing that a line from this section of the country, during these stirring and exciting times of war may not be objectionable, I sit down to write you a sketch of our late operations in this neighborhood.

"Becoming tired of the dullness and inactivity displayed at the head of Island No. 10, the 'Carondelet,' Commander H. Walke, U. S. N., volunteered to run the blockade, which was represented to be the Gibraltar of the Mississippi.

"At ten o'clock on the evening of April 4th, we started on our perilous undertaking. Our orders were to have all our guns run in, ports closed, lights extinguished, and to use every precaution to protect our vessel from the enemy. The strictest silence was ordered to be preserved by the officers and crew, and not a word spoken above a whisper.

"Notwithstanding all our precautions, and a terrible storm which prevailed at the time, accompanied by vivid lightning, the enemy discovered us immediately after we started ; but we were not to be intimidated. They first opened on us with a heavy fire of musketry from the upper battery ; each battery then opened upon us a terrible fire of shot and shell. About eighty shots were fired at us altogether, to say nothing of the volleys of musketry, to all of which we made no reply ; but through the interposition of Divine Providence, we passed through them all in safety ; arriving at New Madrid at twelve o'clock, midnight, where we were warmly welcomed by our troops stationed there.

"Sunday morning, April 6th, 1862.

"After divine service at the usual hour, we started down the

river on a reconnoissance, by order of Major-General Pope, General Granger and staff accompanying us. We proceeded down to Riddle's point, firing a few shot at various rebel batteries and encampments on the route ; the enemy, in most instances, opening on us. At Riddle's point we took on board General Palmer and staff, and proceeded to reconnoiter the batteries at Merreweather's landing, endeavoring to draw their fire, but could not succeed. We then proceeded up the river, and engaged a rebel battery of two 24-pounders, opposite Point Pleasant, and succeeded in taking it. We then continued up to the next battery, and succeeded in dismounting one of their guns, but did not silence the battery, as it was growing so dark we could not distinguish the position of their guns.

"We continued up the river to New Madrid ; the rebels helped us along by a few shot from the batteries we had passed in the morning, on the way down. We replied, but did not stop, as we could not see the effect of our shot, and arrived at New Madrid at 9, P.M., without a scratch, and were heartily cheered by our troops for the day's work we had performed.

"April 7th, 1862.

"We proceeded (under General Pope's orders) down the river again, to clear out all the rebel batteries. We rounded to, under the lowest battery, and opened fire on them. After a short and spirited engagement, we succeeded in driving them from their works. We took the batteries in regular rotation, and cleaned them out as we went up ; landing at each, and spiking the guns,* and demolishing the carriages. The troops being in readiness to cross, we signaled the transports to come down. After covering the debarkation of troops, we proceeded to Riddle's Point, and landed for the night, head down stream, in anticipation of an attack from the enemy's gunboats, which were lying about three miles below us. Daylight discovered the stars and stripes floating over the enemy's works on the opposite shore, having been placed there by Colonel Morgan's 10th and 16th Illinois regiments. Captain Hollenstein, and twenty of his men (sharpshooters), volunteered to accompany us through thick and thin. We have them as long as we can. We are now lying at anchor off Tiptonville, waiting for further orders, and hourly looking for the fleet from Island No. 10." . . .

* Heavy guns, Foote calls them, but by our historians they are nicknamed "field guns."

Quotations from the press might be given almost *ad infinitum* to sustain the truth of our narrative, as to the efficient services rendered by these gunboats; but a reference to the facts of the honorable the secretary of the navy, and the official reports of Flag-Officer Foote by letter and telegram on the 7th and 8th of April, 1862, will show the estimation in which these services were held, on the spot and at the time when they were rendered, and will also corroborate the main facts, and as exactly as possible the precise period of the enemy evacuating his forts on the Tennessee shore, and the date when the "Pittsburg" ran the blockade and joined the "Carondelet" at New Madrid. Discrepancy in dates has invariably been one of the most prolific sources of error in all histories from "time immemorial," as two or three dates to one occurrence will naturally produce perplexity and error.

As it was at Fort Donelson and Columbus, Ky., some of the most ardent admirers of our fleet seem to imagine still, that this victory was due to our formidable fleet, because of its frightful appearance, so beautifully described and published under authority, undoubtedly for the satisfaction of some of our naval aspirants, who depended more on their pens than their swords for victories.

A correspondent of the fleet makes the following statement of what was expected of the "Carondelet" alone, after running the blockade, and before the surrender, which may be taken as corroborative evidence of what was well known wherever the newspapers were read:

"It is now as good as settled that our forces on the Missouri side can cross the river under the convoy and protection of the gunboat, and take the enemy in flank and rear."

The order of the flag-officer to Captain Walke contains convincing evidence that the "Carondelet" was the only gunboat he intended to send to Pope, and that reluctantly. And there was no other assistance or co-operation between our fleet and army contemplated when those orders were written.

As our histories are unusually at fault in their accounts of the capture of Island No. 10, the errors rather increasing than diminishing with the lapse of time, through the artful manipulations of interested parties, and being desirous to do full justice to the subject, and check the current of error in some measure, we will briefly review what we have already referred to in general terms, concerning General Pope's plans and the council of war.

Our naval writers have generally ascribed this victory to Commodore Foote, by his "own method and time, waiting to make

the move," and "to win the long contested prize," as "he had become fully convinced of the necessity of carrying out his plan," though when or why he became so fully convinced does not appear in their narratives of that affair. And finally General Pope is represented as following the lead of the flag-officer, in his plan of operations.

The flag-officer gave *special*, not *general* orders to Commander Walke, and this order was written as recorded, and would show by its date that it had precedence of all those movements and after-thoughts which have been distorted and made to seem the cause of our success—ignoring the result of the previous council, and adopting the measures there decided upon, as the original plans of the commodore instead of the general. They knew that the order was dated March 30th, 1862, and that it was Colonel Roberts who had spiked the guns of the uppermost battery, voluntarily, on the night of the 1st of April, 1862, which is now claimed as a preparatory measure of Flag-Officer Foote, for running the gauntlet; which he had, in fact, strenuously opposed until the second council of war. The floating battery, which was discovered on the 4th of April, was removed on the same day—the day the "Carondelet" ran the gauntlet. These circumstances have been magnified, not only to honor the officers who were really nothing more than spectators at the decisive battle; but they are now accredited with the victory by some of the authors referred to.

The official letters will show that the flag-officer never intended to run the gauntlet himself, as well as the reason why he objected so long "to risk a gunboat," by ordering one of them to run the batteries.

The apprehension that the "Carondelet" would receive too much credit soon began to excite jealousy, and operate upon the tone of the reports. In his letter the flag-officer represents himself as being considerably relieved, and not until then did he begin to count on a victory which he expected. General Pope would gain the victory with the "Carondelet" to aid him. In the face of the evidence already mentioned, and that which appears in the preceding chapter, the attempt of our historians or any other person, to belittle the service of the "Carondelet" in passing the batteries of Island No. 10, must deservedly fail. According to all the official correspondence to the Navy Department, the "Carondelet" alone was expected not only to encounter the enemy's new fleet of powerful gunboats and rams, and to attack the

enemy's long line of earthworks and heavy batteries below New Madrid, but also those below and above Island No. 10; and to render essential aid to our army by covering it while crossing the river. This latter being, in the flag-officer's orders, represented as of vital importance to the capture of Island No. 10. Therefore, Flag-Officer Foote could not be held accountable for having taken any risk whatever, or for any failure. General Pope was responsible principally, if not entirely, for the consequences of this action.

After the "Carondelet" had performed all the service possible, and much more it was feared, than she could accomplish, a mysterious silence is maintained in regard to the preliminary particulars of this achievement; and finally there is the ungenerous omission of those interesting facts, which, as the honorable secretary says, resulted in our success, and which were so important to those who achieved the victory. On the contrary, other vessels which participated in the very desultory bombardment on the 4th of April, previous to the surrender, and, as it seemed, in anticipation of the victory, were the first who enjoyed the special honor of being represented officially as the victors of Island No. 10, with the highest praise and congratulations in general orders, and the thanks of the secretary of the navy; while the gunboats under the command of Captain Walke were not mentioned.

In an account of that event, Foote's biographer claims General Pope's plan of the victory for the flag-officer. It should be remembered that a few facts may easily be so disarranged in reference to time and place, as to reverse the order of the most important points of a battle or the truths of history, which could not be refuted without an abundance of conclusive evidence to the contrary; and we are compelled, therefore, to dwell upon each fact longer than it is desirable in order to eradicate such errors, and to rearrange the facts as they occurred.

It is now (1876) stated positively that Foote himself came to the conclusion that the only effectual way of taking the island was to send boats and transports to General Pope; but this idea did not appear from any respectable authority, until many years after the island was captured; a wrong idea, as is evident by Foote's objections, in answer to the general's application for a gunboat, before and after the councils of war in reference thereto. To enhance these assumptions, he says:

"The flag-officer was gradually feeling his way, in his own method and time, towards making the move which should secure

the capture of Island No. 10." "And it is also true," the same author says, "that what he there did, and at the time he did it, won the long contested prize, and it dropped like ripened fruit into his waiting hand."

As this author asserts no less than six times in a short paragraph, we must, of course, believe he thought or hoped that he was right, and we cannot blame him for being deceived by the agency of ambitious participants, probably, whose concerted stories have led our best naval writers astray on this subject, by evading those stubborn facts which were most fatal to their pretensions. In the above instance the flag-officer and all his commanding officers, with one exception, at least, were opposed to the plan of operations, by running the blockade, which produced such glorious results. We were for many years satisfied that it was impossible to deny facts so well known, and we were contented until now to rely on the evidence which is on record, and the integrity of a majority of the council to sustain the truth if they were called upon to maintain it.

When that forlorn hope was called for, by the commanders-in-chief of our blockaded forces, to break through the enemy's line of fortifications, he who first planned and strenuously urged its accomplishment, and those who performed that service so effectually by making the breach and gaining the victory, may well be surprised to find that the merit which belongs to them, is now being accredited to the honor of those who not only opposed the plan, but who were inactive spectators of its successful operations. The flag-officer's letter to the secretary, dated March 20th, states that General Pope had several times requested him to send down two or three, or even one gunboat, but Foote was so apprehensive that the project would not prove feasible, "and that all his officers of the councils, with one exception," believed it would result in the almost certain destruction of the gunboats, that he declined most emphatically then, and until after the "Carondelet" ran the gauntlet on the 4th of April. The council of war was, of course, bound to secrecy for the time being, and it has been kept ever since most faithfully; especially concerning the decision at that mysterious conclave. The actions of the "Carondelet" partly revealed the secret to the knowledge of the reporters. But the most confidential correspondent could not get a correct idea of the contemplated movements in our fleet. And this secrecy has since aided certain parties to conceal the facts, in reference to the council. It is certainly most extraordinary that any reader of the

annual official report of the secretary of the navy, with the reports of the commanding officers of the navy in 1862, could be deceived into the belief that previous to the consultation with his officers, Foote himself came to the conclusion that the only effectual way of taking the island was to send boats to Pope, and that he was "gradually feeling his way in his own method, which would secure the capture of Island No. 10," and, without reference to the operations of our forces under General Pope, "what he there did won the long-contested prize."

We are certain that this assertion is not only untrue, but injurious to the reputation of the Navy, and of those officers, especially, who are connected with or concerned in these erroneous statements. They are, therefore, in honor bound to deny them frankly to avoid the unpleasant and derogatory inferences, which must be drawn from their silence. It is true that the flag-officer, in a letter to the secretary of the navy, plainly states, after the first council of war, in which all but one officer declined running the blockade, "that he was seriously disposed to run the blockade himself, with his steamer, which was better protected than any of the others," &c. And he also states in the same report, that "when the object of running the blockade becomes adequate to the risk, I shall not hesitate to do it."

This was the advice of Commander Walke to the flag-officer, who did not hesitate to send Walke immediately, but he did not then express any idea of going himself under any circumstances, or of sending any one else; and he certainly did not take any risk, or intend running the blockade, as our historian desires to convey the idea, that the flag-officer was the only officer there "to make the trial," or as having run a risk worthy of mention, in his narration of this event, which is so entirely engrossed with the idea that no other individuals were permitted to appear or heard of in the scene, if it was possible to prevent it.

But to return to the facts. After repeatedly disapproving General Pope's plan, in regard to the gunboats running the gauntlet, for several weeks, the flag-officer actually declined to send a gunboat to the general until the general proposed to take them himself, and until after the second council of war, when he consented to send the "Carondelet," as her captain advised him to do. But he did not approve of that adventure entirely, until after the surrender of the Island No. 10 to our fleet, for he objected to send another gunboat to General Pope on the day before the surrender. Although the biographer referred to can-

didly admits that "Admiral Walke was the chief actor in the scene," the historian was evidently averse even to acknowledge him as an actor at all in the scenes of the war, which would have been more perfectly exemplified if he could, in this event, have omitted the flag-officer's order, in which the actor's name was unavoidably mentioned, not only "as the chief actor" with his command, but one of the principal councilors upon whom he relied. Patriotism, however pretentious, which embraces its personal and interested friends only, will surely be recognized and receive its reward at last.

THE CREDIT OF CAPTURING ISLAND NO. 10 BELONGING TO THE
ARMY.

Our *Naval History*, as it is published to this date undisputed, gives all the credit of this affair to our Navy, and with apparent confidence avers, that Island No. 10 was surrendered before the gunboats, below the island, attacked the enemy on the 6th and 7th. This error should be corrected by the Navy proper, as it is contradicted by the reports of Flag-Officer Foote himself, and by all other statements upon the subject, which have emanated from the Army and other reliable sources. The *History of the Navy during the Rebellion*, on page 553, says: "So soon as the rebels saw that their works could no longer be held they began to evacuate them, and at 3.35, A. M., the morning on the 7th, before our troops had been crossed over, Island No. 10 was surrendered to Commodore Foote."

"This surrender was made before the gunboats had attacked and silenced the land batteries on the Tennessee shore." The historian is misled, in this case, in a veritable attempt to "rob Peter to pay Paul." He would fain lessen the credit due to the "Carondelet," for reasons best known to himself or his friends, by withholding the fact that she alone attacked and captured quite easily one of the Confederate batteries on the 6th; and if, on the following morning at 3.35, A. M., the enemy evacuated and surrendered, the "Carondelet," being their only assailant on the day previous, caused that evacuation. On the morning of the 7th, almost unaided, the same vessel silenced the remaining batteries and spiked all their guns.

If this fact had been recognized and duly narrated, it might have been well and truthfully said that "the rebels saw their works could be no longer held," and therefore began to evacuate, as they knew that General Pope would immediately cross with

his army in pursuit of them, as he did twelve hours before Island No. 10 was at last voluntarily surrendered to Foote. The victory was actually won on the morning of the 7th,—the enemy was defeated, and all his works, being deserted, fell into our hands as soon as we chose to take possession of them, except Island No. 10, which was waiting in vain to surrender all day to General Pope's successful plan of attack, as the fruits of his labor, until finally the island was surrendered to Flag-Officer Foote at one o'clock, A. M., on the 8th of April.

The Confederate officers unconditionally gave it up to the commodore commanding the gunboats. It is now asserted, most significantly, that the Confederate officers professed to the commodore that they knew nothing of the batteries on the Tennessee shore, which was, of course, absurd. This in fact was, however, twelve hours after the enemy's main works were evacuated, which was commenced shortly after one of his batteries had been captured by the "Carondelet" in the afternoon of the 6th. The rest of the enemy's works below the island, were captured on the morning of the 7th, by our gunboats, below Island No. 10. Thus, according to the historian's own reasoning, and according to dates also, the credit was clearly due to the Army and the gunboats mentioned.

Such errors as these, like the tempting but forbidden fruit, grow from too much reliance on the opinions of others, with incorrect dates, and misleading dispatches.

Such matters are too important and too injurious (as we have shown) to both services, to be allowed to pass without notice, especially when they are found in the history of a great nation, and are evidently attempts to distort the truth, for promoting personal aggrandizement.

Some allowance must generally be made for the artful deceptions of an enemy's strategy, nor should an officer attempt to build a reputation on the statements of the enemies of his country, in preference to those of his comrades. In this case the Confederate officers' report was incredible, but the flag-officer must have thought that the enemy had fled, or he would not have sent such a small force to take possession of all their works, on the morning of the 8th of April.

It is very evident from all the circumstances, that the island surrendered perforce to the flag-officer, through fear of an attack, which our Army, with the "Carondelet" and "Pittsburg," would probably have made on its unprotected rear. When the gunboats

could cover an assault by our troops on the island, day or night. An attack by a heavy storming party from General Pope's army would have been most disastrous in that extremity, when the enemy would be compelled to make some show of resistance, after it was too late to capitulate. They certainly thought that they had nothing to fear in the front, and also that their batteries in the rear were summarily captured by the gunboats below, and they could make no defense in an attack from that quarter.

The officers, no doubt, *pretended* to know nothing of the batteries on the "Tennessee" shore, for that was their duty. But they certainly thought that they had good reason for surrendering, or they would have been guilty of treason for doing so in such haste. Imagination must have been greatly quickened by the sound of our guns so very near in their rear, which enabled them to get a fair idea of what was going on, and what to expect. We have no reason to believe that the island was surrendered through treachery, when, twelve hours before the surrender, their main army was retreating wildly to the southward, and General Pope's army, in close pursuit since noon of the 7th, captured their routed troops by hundreds and thousands, before they could unite to cover their retreat, or offer any resistance to our victorious march.

This is not a presumptive view of a flattering partisan, or what is pictured in the fertile imagination of a "ready writer," but facts which were witnessed from the deck of the gunboat, which flourished in the front of the fray. And above all the victories of the war, in this we should be most thankful to God for mercifully saving us all from the remorse of staining our hands with our brother's blood. It is quite impossible, also, to reconcile the dates of different statements concerning the "Pittsburg," which is represented by some authors of very considerable pretensions, as being the leading gunboat on this occasion; others represent her as having run the gauntlet on or before the 6th, 7th, and 8th of April, and according the design or interest by which they are influenced. The correct date, really known on board the "Benton" and "Carondelet" on that occasion, by ocular demonstration, was about 2 o'clock, A. M., of the 7th of April, 1862; and she arrived at New Madrid about 5 o'clock the same morning. The confusion occasioned by the chronological errors has given the over-zealous friends of the staff officers of the fleet a very poor excuse for claiming this victory for themselves, like that of Forts Donaldson and Columbus, to gratify the vanity of two or

three officers, by sacrificing the character of our fleet, and exposing it to the unfavorable judgment of our people, abusing the confidence of its best friends in the Army, and a majority of its own officers.

It is very evident, from the tone of our *History*, and the official reports in regard to this event, that if our whole fleet, under Foote, had run the blockade, and accomplished the important service which was rendered by the "Carondelet" at Island No. 10, it would have been extolled as one of the most glorious victories of the war, to the honor of our country, and for our fleet in particular. The councils of war would not have been mentioned, nor the spiking of the heavy battery "on Island No. 10," or the floating battery of sixteen guns would have been there to dispute its passage, and the batteries below the island would have been represented with great guns, instead of field guns, by our *History*.

The commanding officers of the gunboats would not have been omitted by our historian, and the formidable Confederate fleet which was below, would not in the reports have been reduced to a few insignificant small craft.

We may be quite sure, in that case, of an honorable mentioning of all the principal officers; and the staff especially would have been eulogized profusely in the present *History of our Navy*.

The official dispatches had, after the surrender, nothing or very little to say in regard to the gunboats below Island No. 10, although there was then a free communication by them on the river. By unofficial letters from our fleet, we were told that the "reports of the 'Carondelet's' heavy guns, and those of the enemy's batteries, were distinctly heard by the fleet," but a few miles off, and gave very *decided*, though "*unofficial information*," as they were counted at least as often as eight per minute by the reporters on the 6th and 7th. The correspondent of the Cincinnati *Commercial*, on board the gunboat "Cincinnati," writes on the 6th of April, 1862: "To-day a heavy and fierce engagement has been going on at, or in the vicinity of New Madrid. Up to this writing, half-past eight o'clock, eighty-six guns have been fired, and now there is a lull." We could not expect, under the present naval *regime*, our official reports, or our history, to give as much, if any, minute information of these events, however interesting to others, if they were not so to the writers. And the superiority of the correspondence of the press in general, for its freedom and frankness, having fewer errors of omission, may be

profitably consulted by our historians. Important mistakes occurred, subsequent to the surrender of the island to Flag-Officer Foote; but an excuse for these great errors may be found in the official reports of this event, in the various dates, already referred to, from the flag-ship "Benton," of five or six official dispatches to the Navy Department.

As for the attack in front by the fleet as in conjunction with that of General Pope in the rear, indeed there was no idea suggested of any such attacks, until after the councils of war; and immediately after the "Carondelet," as it has since appeared in nearly all the subsequent reports of that event.

MORE EXTRACTS FROM CORRESPONDENCE.

As we were greatly interested in the gunboats at the time spoken of, and have an anxious desire to give a truthful and accurate impression of their faithful services, we hope to be excused for the seeming repetition in citing the various proofs, in defense of truth and justice, and also that these gunboats may be made to appear in their proper places and circumstances in history, as they actually were during the war, in the actions herein described.

These are grave defects, and such have appeared in several parts of our *History*, especially in those books and diagrams representing the operations of our "Mississippi flotilla," about Island No. 10, on the 6th and 7th of April, 1862, and other actions on western waters.

The reliance which was then resting upon the action of the "Carondelet" by our army and fleet, was then freely expressed by all the reporters of the press, in the vicinity of Island No. 10.

Another correspondent says: ". . . We showed, some days ago, that General Pope's batteries would not intercept the retirement of the Confederate land forces, who had only three miles from Island No. 10 to march to Merreweather's landing, opposite Riddle's point, which is five miles below Point Pleasant on the river; and that, with boats there, the enemy could make good his retreat down the Mississippi. This emergency, however, no longer exists. No steamboat now dares to come up to Merreweather's landing to take General Mackall's army away, for the 'Carondelet' is master of the river between New Madrid and Fort Pillow. Some little craft belonging to the rebels, and by courtesy called gunboats, may still be crossing in the lower Mississippi, but they will no doubt keep at a safe distance, and not attempt

to molest the 'Carondelet.' Altogether we think that we may very soon look for good news from Island No. 10 and vicinity."

Thus wrote the reporters during these operations, possessing at least a full assurance of faith in the "Carondelet" as their pioneer. Among these, there was a correspondent of the press in our Mississippi fleet, apparently writing from on board the flag steamer, expressing the confident belief that "all felt that the fate of Island No. 10 was now sealed," which is also repeated by our historic and biographic accounts; but they are variously imbued with the prejudices of their interested friends. Then the highest expectations and hopes were entertained of the actions of the "Carondelet;" the anticipated success of our operations hung upon her efficient service, as General Pope says in his letter to the flag-officer, of April 6th. But behold! after the victory is won by Pope's army and the two gunboats, the formidable Confederate fleet and heavy batteries below the island are too insignificant to be mentioned or compared with those brilliant actions above the island, which, it is claimed, had gained the victory beforehand; and no thanks, it seems, were due for the attack in the rear, which achieved for them their triumph. The purport of our *History* is, that the enemy at Island No. 10 was silenced, completely conquered, and finally captured, without the sacrifice of a man, or the destruction of a gunboat, and before a movement upon the enemy's rear, or anywhere else, was made, and (omitting the fact that our fleet was enjoying the quiet slumbers of the night), like a glorious dream, victory dropped into the waiting hand of the flag-officer. Such are the historical ideas of this exploit by some of our most learned naval writers of the present day, who were beguiled, no doubt, by some person or persons of very considerable tact.

It may truly be called a protracted and finally bloodless victory, for which the honorable secretary of the navy compliments the flag-officer very highly, and also for keeping up such an expensive and fruitless fire in the siege of twenty-three days, which was a very humane sentiment for the victors. But this is not all: he says also, in his report of the operations of the flotilla, that the guns at No. 1 battery were spiked, and the Pelican dock, or New Orleans floating battery, was shelled out of the channel; that two of the gunboats might run the blockade, and get past, as they did at night, "in a heavy thunder-storm." Now this is an evasion of all the principal facts in relation to General Pope's action and plans at Island No. 10, and it is well known by the

official reports, that the flag-officer was opposed to sending a gunboat, until after the last council of war was held, or to sending another gunboat after the "Carondelet" ran the blockade; but finally, after three days having elapsed, he did so, in compliance with General Pope's repeated and urgent request. Yet the *Honorable Secretary of the Navy's Report*, appropriates exclusively the entire credit of the surrender to the flag-officer, in contempt of the official reports of the officers of the Army and Navy, which show the contrary.

From these absurd distortions of the most important facts in this event, it is not surprising that our naval histories or biographies, under such unfortunate auspices, should be in a great measure fallacious. The security from all harm which the enemy so often boasted and published, up to the day or two before the surrender, is proof enough that it was not from our fleet he retreated, but from our Army.

We think that the above-mentioned compliment was far more due to General Pope, as we are quite sure that the enemy, with Pope's army almost at his heels, twelve hours before the surrender of the island, frightened him into submission more than all that our fleet had done in those twenty-three days siege, almost beyond the reach of our guns, as the Confederate daily reports to Richmond will show how secure and confident the enemy felt, until the day before the surrender of the island, all their main works having been abandoned twelve hours before; and General Pope deserves the highest commendation for his humane treatment of his prisoners of war, when they were at his mercy, as no needless loss of their lives or personal property was in the least degree permitted. And the flag-officer was highly complimented, especially by the honorable secretary of the navy, for the bloodless and merciful character of the victory he claimed after such a long, hard struggle, although it is not stated by what particular action this happy effect was produced. We cannot imagine why the Navy Department has not all the facts in the reports which a historian could desire upon all these subjects, unless they were miscarried, suppressed, or destroyed on their way to the department.

The council of war in reference to running the gauntlet of Island No. 10 has been so shamefully concealed or denied by our *Naval History* (which history is, in this case at least, but the echo of interested parties in the fleet), that we will here give a "little history" of that event, to show the people of the country

how history is made sometimes ; and also, and principally, to place the credit of that important event where it belongs.

Our *Naval History* says : "In a council of war called by the commodore, it was found that the officers of the fleet, with one exception, believed that any vessel would certainly be destroyed in an attempt to run the blockade, exposed, as it would be, to the fire of seventy guns. This plan was temporarily abandoned."

The council, which was assembled by a verbal order of the flag-officer, on board the flag steamer "Benton," was held on the afternoon of March 28th or 29th, 1862.

The following commanding officers of the gunboats were present : Commanders A. H. Kilty, H. Walke, and R. Stembel ; Lieutenant-Commanders J. L. Phelps, L. Paulding, and E. Thompson.

After the letter of General Pope to Flag-Officer Foote was read to the council, each officer was consulted separately and apart from the other officers ; when Captain Walke, in his turn, gave his emphatic opinion that the boat should be sent to General Pope. The flag-officer then asked Walke if he would undertake to run the gauntlet himself with the "Carondelet," and he replied promptly in the affirmative.

The flag-officer was very much gratified with the offer of Walke, and then promised to send him his orders immediately, which he did, as elsewhere stated, on the 30th, a day or two after the meeting of the council.

Here, then, is the "one exception," whose name has been kept in the background that others might have the glory of his success. Query : Had his vessel "been destroyed in an attempt to run the blockade, exposed, as it would be, to the fire of seventy guns," how different would our *Naval History* then read ?

THE COUNCIL OF WAR AND ITS CONSEQUENCES IN REFERENCE TO
THE CAPTURE OF ISLAND NO. 10.

In the accounts of the most important actions some of the most interesting features are too often omitted ; or if they are not altogether ignored, they are referred to in language as obscure as possible. To comprehend more clearly the actual truth of this affair, we briefly recapitulate particular points of the whole subject, contrasted with the so-called "highest possible authority." In the first instance, the "council of war," and its effects, which our *Naval History*, and other publications, have, apparently, so carefully endeavored to conceal and deny, was not a myth, but the

turning point, which resulted in the capture of Island No. 10. Captain Walke was one of the principal characters in the opening scene. Great efforts are made to obscure his agency in the matter. Therefore the operations of our army and the gunboats below, in the rear of Island No. 10, are represented by them to have been of little or no great consequence, as the island was at last captured by Flag-Officer Foote's own method, before they accomplished any advantage or made any attack upon the enemy's rear; and quite insignificant compared with the heroic deeds performed by our fleet above the island. Thus, by converting an allusion in the official reports into a reality, the historian has, he thinks, successfully rescued or won the long-contested prize from the Army for our flotilla.

In regard to the "council of war" our *Naval History* says: "In a council of war, called by the commodore, it was found that the officers of the fleet, with one exception, believed that any vessel would certainly be destroyed in an attempt to run the blockade, exposed as it would be, to the fire of, at least, seventy guns. This plan was temporarily abandoned."

In this off-hand style our historian is led by official favor, as it appears, to deny or to dispose of one of the most important facts, for fear of doing too much justice to the junior commander, and not enough for the senior captain, as though he was not allowed to do justice to both, especially the former and the chief actor in the exploit.

The biographer of Admiral Foote has also been still further misled into these errors, and says that "Two councils of all the captains of the fleet were called together by Foote, and they" (without the exception) "voted that the thing was too hazardous." And thus he has been induced to shift all the responsibility of Foote's expressed opinion upon the council in both instances; but after the battle is won the flag-officer is accredited exclusively with all the honors, and his officers, without an exception, are represented in opposition to his so-called plans. The statements in the works referred to are, of course, intended to be worded in accord with one, at least, of the flag-officer's reports, but the "exception" they ignored; and the idea that any officer ever offered to run the blockade is rejected, and "this plan, therefore, for the time was abandoned."

The instigators of this detraction not only rob one member, but the whole council, of its only redeeming virtue, by which the Navy could claim any credit in its results, and which saved the com-

manding officers of our fleet from reproach. But that saving exception in the council is denied by our historical works, and the fruits are exclusively accredited to the first and chief opponent to the successful measures which produced them. But all these facts concerning this officer are still held in the durance vile of profound secrecy.

The only excuse that has reached our ears from an officer of the Navy, for such partiality, is that Walke's services at the island were with our Army. Although he then carried out their plans victoriously, which plans have always since proved to be successful, yet these services are not valued because they were of a military rather than a naval order, and, therefore, such cavillers would rule out the only part of this battle, from our *Naval History*, by which the Navy could have claimed Captain Walke's share of this victory. All the merit of this achievement, nevertheless, like Nathan's lamb, is given to the most distinguished friends of our naval authors.

It is very natural that other authors should have followed similar mistakes unawares; and we would easily forgive and forget them if they did not seriously pervert the truth of our history and banefully affect the rights of those whose patriotic devotion to our country is its safeguard in times of war.

It was truly said that Island No. 10 was a hard nut to crack, but the long "pause" before it was cracked by General Pope was not, however, caused by his delay at New Madrid, but by our fleet at Island No. 10. And the kernel of that hard nut, after it was so well cracked by Pope (to indulge in an imaginary view of the scene, by our naval writers), dropped, inevitably, like "ripened fruit into the waiting hand" of our flag-officer instead of our general. Indeed, the flag-officer at first, had no intention or desire to take the risk at all, as it has been stated, either himself or "by a subordinate commander," of running the blockade, until he had received General Pope's letters, and held a council of war; and not then, as the flag-officer wrote, until he had a second consultation, and accepted Commander Walke's opinion and advice.

In the *History of the Great Rebellion* we have a few additional points of fact in the statements of the capture of Island No. 10, in these words: "A conference of the officers was held, at which it was decided that one of the gunboats must run past the batteries on the island" (No. 10). The careful wording of this sentence aims to show that the plans of making the attack on the enemy originated at this conference, which is a mistake; as this plan of

attack had been proposed and urged repeatedly some time previous by General Pope; and that last council was called to ascertain the views of the commanding officers of the gunboats upon this subject. This *History of the Rebellion* makes the constrained admission that the "‘Carondelet’ undertook it," not the captain, whose name is here also interdicted, for that, it seems, would be too true, and out of place, to give the credit to such an unpretending individual. But, like some other wary historians, that work bestows the honor upon the renowned "Carondelet," until another gunboat runs past the island on the night of April 6th, when behold! the "Pittsburg" is made to eclipse the "Carondelet" entirely, by the most extraordinary legerdemain in written history.

We refer our readers to the official letter of the flag-officer, dated March 20th, 1862, to the secretary of the navy, in which he states that "the officers, with one exception, were decidedly opposed to running the blockade." But after the council of war upon General Pope's letter, he reverses his previous opinion, apparently, in accord with advice of Captain Walke, and expresses that fact in the orders to that officer, where he remarks: "If you successfully perform this duty assigned to you, which you so willingly undertake, it will reflect the highest credit upon you," &c. And again he says: "On this somewhat hazardous service to which I assign you," and "as your own will be the only boat below," &c. In a letter to General Pope, the flag-officer also writes that "he was exceedingly anxious to hear of the fate of the noble officers and men who so readily were disposed to attempt the hazardous service, that I beg you will immediately inform me by the bearer, if Commander Walke has arrived with his vessel, and the condition in which you find her, and her officers and men."

These words may be seen in the report of General Pope: "Commodore Foote allowed one of his gunboats to run the batteries at Island No. 10, and Captain Walke, U. S. N., who had volunteered (as it appears from the commodore's orders to him)." "I cannot speak too highly of the conduct of Captain Walke," &c. Therefore, the unkindness of these detractions appears to have been the secret work of interlopers, rather than the willing pen of our "ready writers"; unless there really was more duplicity in some of the principal officers than we are at present prepared to admit. In reference to the precise time of the battle, the various conflicting dates in the reports of that event will surprise any intelligent officer, by the apparently careful de-

rangement of some of the principal facts. If one was expressly commissioned to write in opposition to the facts which were creditable to General Pope and Commander Walke, in order to carry out designs more favorably for the flag-officer and his staff, they could not have been more successful, with those dates to aid him. Although we can admit that those erroneous dates were accidental.

The previous conspiracy against Commander Walke by officers, while under his command, as the case appears in the second chapter of this work, will also show some light on certain officious characters well-known in the fleet, who were the attaches of the flag-officer, his informants and spokesmen.

As the council of war referred to is destined to some notoriety, we give these few additional details of the principal facts, with the officers present, as they occur to us, on that occasion which procured the order of Flag-Officer Foote to Commander Walke, dated March 30th, 1862. But all these facts are unblushingly denied to have ever occurred, as they did actually take place.

Those publications to which we have referred are the only narratives of this affair which give any definite notice of these councils of war, both of which seem to have come from the same source, although they vary considerably from the main facts, and positively deny that any decisive results proceeded from those consultations. The dates are entirely omitted; but one, at least, arrives at the conclusion "that the flag-officer himself came to the conclusion, that the only effectual way of taking the island was to send boats and transports to General Pope"; after he and the first council had opposed it, as being considered too hazardous, and it was abandoned. Yet in this relation our honorable historian should know that this matter was finally settled as we have stated.

Without very good evidence on the subject, the flag-officer, it is said, in his own method makes the move which secures the capture of the island, when it is so well known that he was decidedly opposed to it before the last council was held, and made objections to sending another gunboat, after the "Carondelet" had run the gauntlet successfully. Great pains are now taken in the use of the strongest language to conceal the facts, by several authors, and to produce some conclusive evidence to sustain this most flattering theory; and the biographer is led to say of the flag-officer, "it could not for a moment be doubted that, whatever the risk, either by himself or by a subordinate commander, the thing,

when he thought it ought to be done, would be done." True, we admit, but this is not the whole truth ; for the most interesting and important part of that affair is kept back.

The solemn injunction to secrecy on that occasion, has proved to be exceedingly hostile to the truth, as it seems to have been the most efficient means or excuse for suppressing those facts which designing parties wished to conceal, as it appears to have produced the effect of temporarily sealing the lips of not only the council of war ; but the facts are still sealed, and our authors positively deny the effective decision of any council of war, but all is attributed to Admiral Foote. Yet we should charge the responsibility of these misrepresentations to those who made them at the Navy Department, or the officers of the flotilla, or to some aspirant of that period ; but we are in honor bound to expose the imposture, and assert the truth in defense of the honor of the Navy.

These errors cannot be accounted for entirely by any evidence in the official reports of that adventure, which though imperfect, do not assume or claim all the credit for the flag-officer, and the exclusive honor of capturing Island No. 10 for the flotilla, or they would have there been displayed with all the proof, as proudly as the specious arguments which now appear in support of that fallacy ; and the unjustifiable attempt to implicate other officers who were mostly interested in the whole truth of this achievement, was absurd in the extreme, if not equally dishonorable.

It may be seen by the report of General Pope (March 27th), that he proposed to take command of two of the gunboats, and run the gauntlet with his officers and men. There is no doubt that he would have followed his own advice, if delayed much longer by our fleet ; no argument is required to sustain such a belief. But a day or two after (the 27th), this council of all the captains of the gunboats was held in the flag-officer's cabin, when that matter was settled at once by Captain Walke's offer to take the "Carondelet," and pass the enemy's batteries to New Madrid.

It should be remembered that it was very soon after this decision at the council, that the batteries on the upper fort were spiked by Colonel Roberts, and the floating battery removed, under the bombardment, on the day when the "Carondelet" ran the gauntlet.

The biographer has reversed the order of these events, which, by his account, were all the designs and work of the flag-officer, long before the council was called ; intimating thereby that the

council had nothing to do with these mysterious designs, which required a twenty-three days' bombardment to perfect.

No one could have supposed that the errors of our *Naval History*, which were so well known and denounced, would have been repeated, and unfortunately exaggerated sometimes, by the biography of our distinguished and lamented commander-in-chief of the western flotilla.

After the stratagem of running by the forts was proposed and urged by General Pope to Flag-Officer Foote, if any officer unhesitatingly offered to go, when asked if he would do so on that occasion, Commander Walke was most assuredly that officer; that being agreed upon, while all our forces were at a "dead lock," waiting for a gunboat to go to New Madrid, and accomplish all that was desired of our fleet for the Army.

Captain Walke did not, therefore, presume to claim any honor of originating, in the strictest sense of Webster's definition of the word volunteer, in deference to his superior officers of the Army or Navy; but their plans he offered voluntarily to carry into effect, and can claim to have been the first who voluntarily accepted the challenge of the commander-in-chief to the council in a general sense, with far more justice than any other officer of the fleet.

This council was certainly called to obtain a voluntary leader for a "forlorn hope," to break the enemy's line of defenses which had so long held our combined forces in check, although the commodore and most of his officers were positively opposed to this adventure.

Our naval historians also very significantly and persistently ascribe the credit to the commodore, as it was his "own method and time, waiting to make the move," and to win the "long-contested prize," as "he had become fully convinced of the necessity of carrying out HIS PLAN." But when or why "he had become fully convinced," does not appear in his narrative of that critical affair, nor in the official reports before the capture.

Our army under General Pope is represented as having waited or was delayed, until the flag-officer, in his plan of operations, had cleared the way, and had himself virtually made all things ready, and with his command made himself master of the situation, and before they knew what was the matter with the Confederate army on the main land, the officers on Island No. 10 quietly at one o'clock in the night of the 8th of April, unexpectedly made an unconditional surrender to him. **AND AFTER THAT,**

the batteries were attacked and captured by the gunboats, and our army "crossed over."

The flag-officer gave *special*, not *general orders*, to Commander Walke ; and this order was written as recorded, and accordingly (we would suppose), it would show by its date, that it had precedence, and was independent of all those above-mentioned movements and after-thoughts which the above authorities have magnified as the first and principal measures that insured our successes ; ignoring the cause, decision, and result of the effective council, and adopts the plan then and there decided upon, as the original plan of the commodore, instead of the general. They could have seen that the order to Captain Walke was dated March 30th, 1862, and that it was Colonel Roberts who spiked the guns of the uppermost battery, voluntarily, if not independently, on the night of the 1st of April, 1862, which is now claimed as an indispensable preparatory measure of Flag-Officer Foote, for running the gauntlet ; which he had, in fact, strenuously opposed until the second council of war. The floating battery was discovered and removed on the 4th of April, the night in which the "Carondelet" ran the gauntlet : but they say all his previous arrangements and actions with these latter incidents gave the victory to the commodore. The flag-officer's letters and orders show when and why he gave them, plain enough to undeceive any intelligent officer on that point ; and Foote must have then been at last convinced that Pope's plan was the best, or he acted against his own convictions, by yielding to the general's last urgent request, with Commander Walke's concurrence and advice, given when it was required at the council of war. The evidence of these facts are in the orders and the letter of the flag-officer, dated just before, and soon after the "Carondelet" ran the gauntlet, wherein the flag-officer feelingly remonstrated against sending another gunboat to pass the batteries at Island No. 10 is conclusive. All of these facts seem to have been hidden from, or they have unaccountably escaped the notice of, our naval historians and biographers, who convey the most fallacious impressions on the subject.

Running the gauntlet by the "Carondelet" was minutely described by several very clever correspondents of the press, as well as that of the *Missouri Democrat*. From which it is quite easy to write a fair account of this feat, especially from the minute, beautiful, and sublime reports that they made on the subject, being quite *au fait* in every particular on which they touched ;

and our *History* seems to show an appreciation of these original sketches of the scene in general.

If these facts are worth contending for, and if the "truth endureth from generation to generation," and is the same a hundred years hence, we may as well enjoy all the good they should give us. These facts, though of minor importance apparently, may lead to others of much greater interest in the future, and it is far better that we should narrate our own knowledge of these scenes now, than to have them greatly exaggerated or diminished hereafter, upon the affectionate plea that we were too merciful and modest to do justice to others, or even to ourselves; for the praises of men are often so excessive as to injure the reputation of their best friends, more than their abuse, when it is cruelly false. The glowing description of this exploit in our *History of the Navy*, with the most minute detail, being based upon that of the correspondent of the *Missouri Democrat*, is very good, with the peculiar exceptions to that work. It is also transferred, *in extenso*, to the biography of the distinguished flag-officer of the flotilla. It says truly: "The sailors were all heavily armed; pistols, cutlasses, muskets, and boarding-pikes were within reach on all sides, or in hand to repel boarders if the enemy should attempt to board her; hand-grenades were not forgotten, and the scalding water-hose, to parboil the enemy, were at a convenient distance. With all these preparations, offensive and defensive, the old 'Carondelet' was bristling up like an angry porcupine, ready for battle. The scene on deck is admirably drawn: in the dark shades of the night, with that silence which usually proceeds a desperate encounter, the writer's imagination brings out in bold relief the "pioneer of blockade-runners of the Mississippi; the silvery reflections of the smiling moon played over the far-stretched surface of the father of waters, beneath a terrible black thunder-cloud rising rapidly over her. The vessel was covered with men silently working like beavers, whose hearts were beating for a desperate purpose; so full of excitement, expectation, and desire to accomplish the feat, that the smallest boy on board seemed to comprehend the daring achievement perfectly.

The woods overhung and concealed the gunboat from the view of Island No. 10. All the surplus chain was coiled over the most vulnerable part of the gunboat, a device followed soon after at New Orleans. At 10 o'clock, P. M., as the moon goes down behind the tremendous heavy thunder-storm, an order is given by

some nameless individual," &c., as now described ; but it is quite certain that the historian could not have heard that order given, unless he was on board with the *correspondents referred to* ; he could not write, or know what was done, of his own knowledge, but that of this correspondent ; and he was not obliged to know anybody on board, but he could arrive at a correct knowledge of facts from others, and he could or could not recognize whom he pleased in his work ; but he was obliged to believe or be governed by those for whom he wrote.

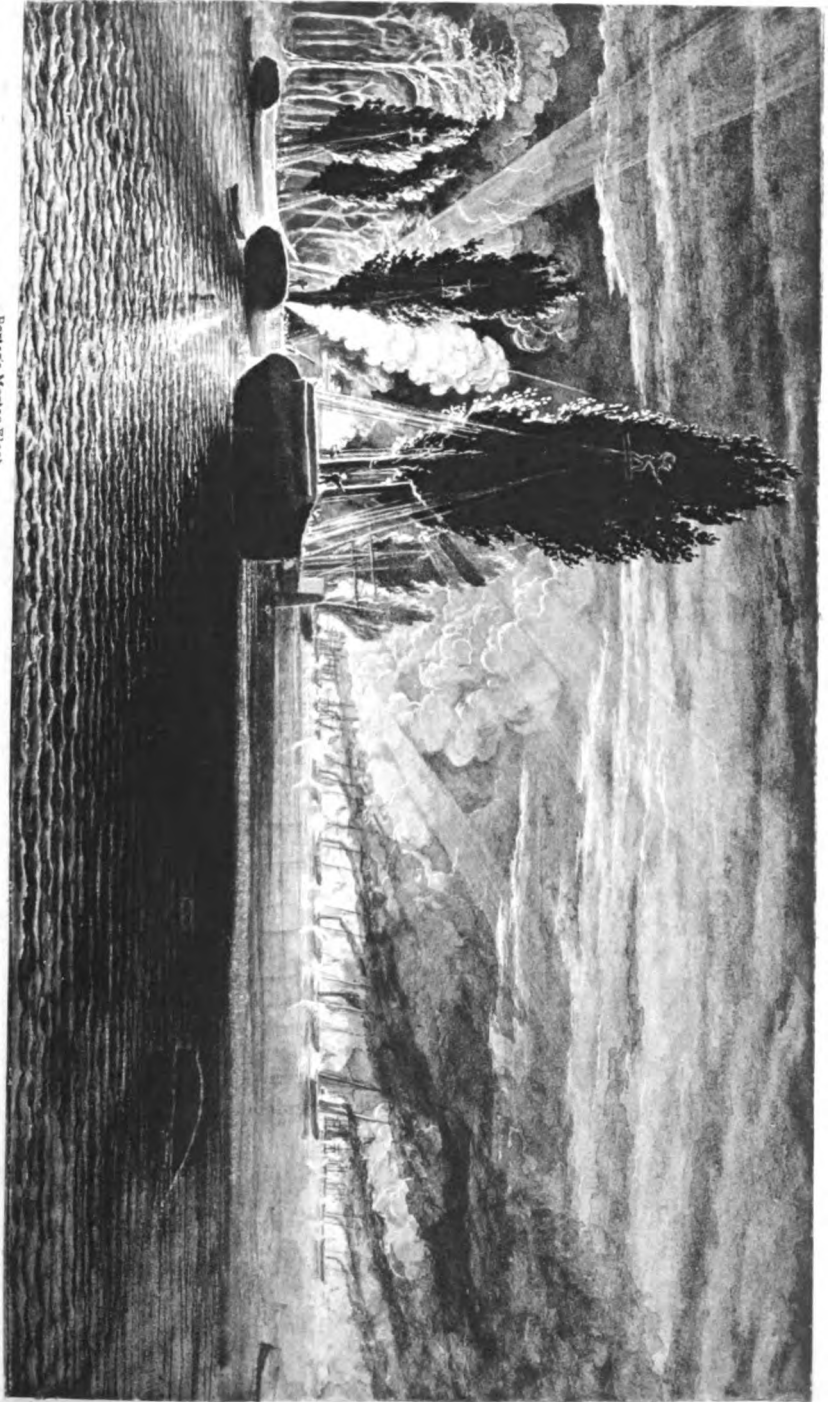
CHAPTER XI.

BATTLE OF NEW ORLEANS.

Official Report of Flag-Officer Farragut to the Secretary of the Navy.—Commencement and Progress of the Bombardment of Fort Jackson.—Attack on Forts Jackson and St. Philip.—Announcement of the Capture of Forts Jackson and St. Philip, and Surrender of New Orleans.—Flag-Officer Farragut's Detailed Report of the Battle of the Mississippi.—His General Order.—Correspondence Relating to the Surrender of New Orleans.—Report of Flag-Officer Farragut Commending the Conduct of Those Under his Command.—Congratulations of the Secretary of the Navy.—Operations of the Mortar Flotilla.—Commander Porter's Announcement of the Passage of the Forts by the Fleet, and the Progress of the Bombardment of the Forts by the Mortar Flotilla. Commander Porter's Detailed Report.—The Battle and Capture of New Orleans not Recorded by the War Department.—History set Right by the Correspondence of Admiral Farragut, and Rear-Admiral Bailey.—Desperate fighting of the "Hartford," and the Leading Gunboats, "Cayuga," "Pensacola," "Onaida," and "Varuna."—The Gallant Conduct of our Marines.

BATTLE OF NEW ORLEANS.

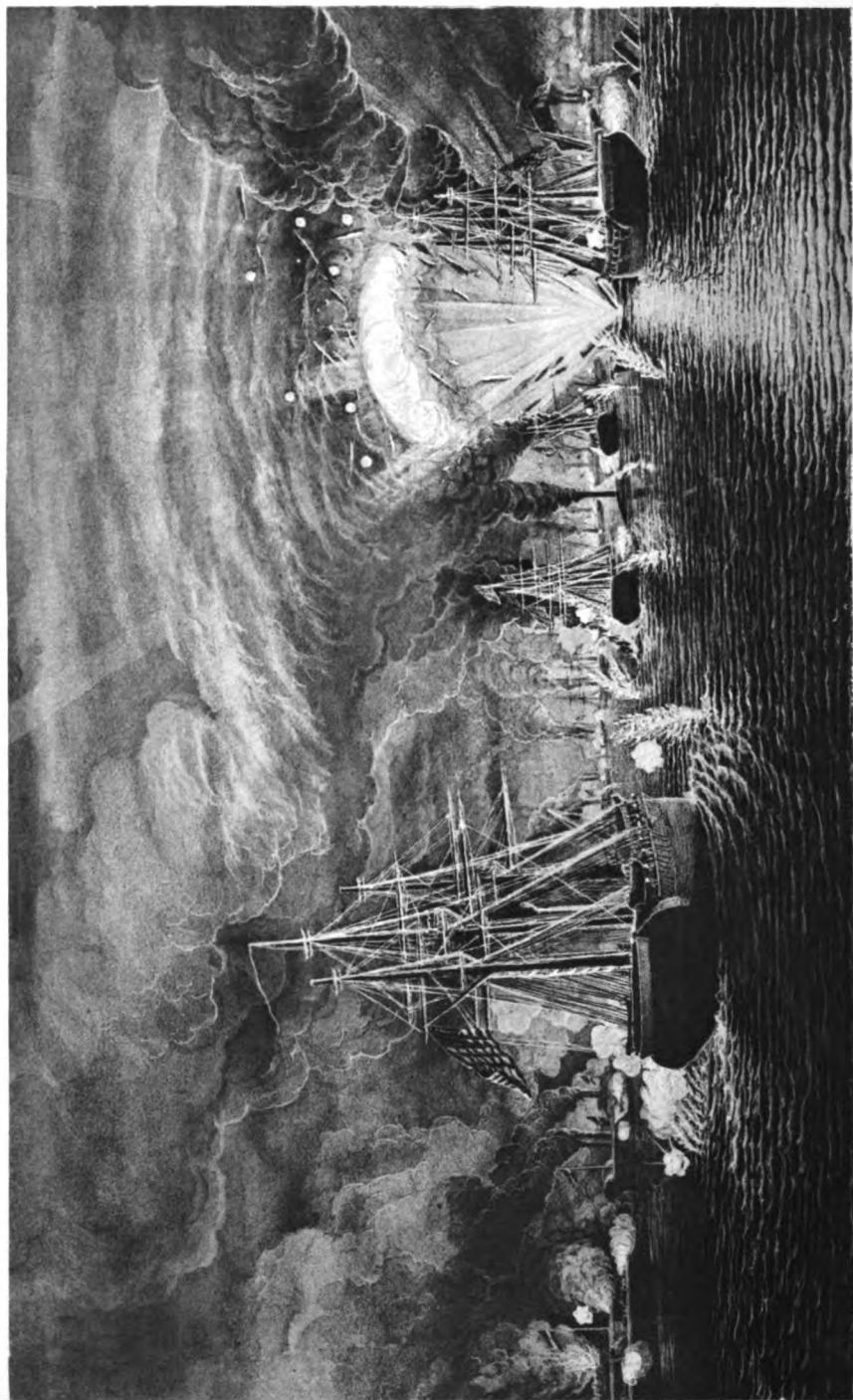
WHILE the preceding events were progressing in our flotilla on the upper Mississippi river, under the command of Flag-Officer Foote, those which occurred in our fleet at New Orleans, under Flag-Officers Farragut and D. D. Porter, were equally successful, important, and laudable. They were more correctly and fully reported than many others which preceded them; yet in the first reports of the battle of New Orleans, there were some serious though accidental defects, which have since been properly and honorably rectified, in the records of the Navy Department. This is a memorable example of the amicable adjustment of official mistakes, which may serve for a precedent in all similar cases. As we cannot improve upon the reports of Admirals Farragut and Porter, it will suffice to give them to our readers as they are in the *Report of the Secretary of the Navy*, December, 1862.



Powers' Mortar Fleet.

Farragut's Fleet passing the forts.

Beginning of the Battle of New Orleans



Forts,

Brooklyn

Hartford

Mississippi,

Richmond,

Forts

BATTLE OF NEW ORLEANS.

OFFICIAL REPORT OF FLAG-OFFICER FARRAGUT TO THE SECRETARY
OF THE NAVY.

Commencement and Progress of the Bombardment of Fort Jackson.

“United States Flag Ship ‘HARTFORD,’

“MISSISSIPPI RIVER, April 2, 1862.

“SIR:

“We commenced the bombardment of Fort Jackson on the 16th, which was the earliest day possible after the arrival of coal. On the first day the citadel was set on fire and burnt until two o'clock the next morning. On the 17th we made but little apparent impression on the fort.

“On the 18th we dismounted one of their heavy columbiads, and otherwise appeared to damage them, and drove the men from the parapet guns, so that they only appeared occasionally when the gunboats took part in the bombardment to draw the fire from the bomb-vessels. On the 19th a deserter came to us from the fort, and gave the information that I have stated above, and much other information in relation to the armament of the forts and their general condition.

“The wind was blowing from the northwest, and chilly, the current running with great strength, so that the ships, when under way, could scarcely stem it, so that I shall await a change of wind, and a consequent less violent current before I attack the forts, as I find great difficulty in avoiding collisions among the vessels. Two of the gunboats, ‘Katahdin’ and ‘Sciota,’ have been seriously damaged by getting across-hawse of the ships and running into each other. We lose a great many anchors and cables, and those articles are very much wanted in the squadron. The ‘Hartford’ is almost the only ship that has not lost both.

“On the first day's fire of the enemy they put a shot through one of the mortar-vessels and killed one man, but did not destroy her efficiency. The second day they sunk one with a rifle shot, but hurt no one materially. They have sent down five fire-rafts; none produced any effect upon the fleet except the last, which only caused the collision of the ‘Sciota’ and ‘Kineo,’ both of which vessels dragged across the bows of the ‘Mississippi,’ and carried away the mainmast of the first, and damaged them both very much otherwise; but the raft was turned clear of all the vessels of the fleet, but as the wind and strong current were peculiarly favorable, it gave us more trouble than on any former occasion.

“I sent up Commander Bell last evening to destroy the chain and raft across the river, but the current was so strong that he could accomplish but little, in consequence of one of his gunboats getting on shore, and she was only saved by great exertion, as the enemy were firing on them all the time.

“Commander Porter, however, kept up such a tremendous fire on them from the mortars that the enemy's shot did the gunboats no injury, and the cable was separated and their connection broken sufficiently to pass through on the left bank of the river. The petard operator failed to fire his petards, owing to the breaking of his wires, which prevented the full destruction of the chain and the vessels; but great allowance is to be made for the violence

of the current, which exceeds anything we have had to contend with since our arrival in the river.

"In conclusion, I regret to say that the fleet is in want of all the essentials to carry on our work—shells, fuzes, (15'' and 20''), serge and yarn to make cartridge-bags, grape and canister shot—for all of which I made large requisitions, and the articles may be on their way out.*

"The medical department is miserably supplied for the care of the wounded. General Butler has offered to share with us, in fact, everything he has, which will supply many of our wants; but justice to myself requires me to say that I required all these supplies sometime before I left Hampton roads, and others immediately on my arrival at Key West or Ship Island, and I suppose accidental causes have stopped them on their way out here.*

"My coal arrived just in time.

"All of which is Respectfully Submitted by,

Your Obedient Servant,

"D. G. FARRAGUT,

"Flag-Officer, Western Gulf Blockading Squadron.

"HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

Attack on Forts Jackson and St. Philip.

"United States Flag Ship 'HARTFORD,'

"At anchor off New Orleans, April 25, 1862.

"SIR:

"I have the honor to inform the Department that on the 24th instant, at about half-past 3, A.M., I attacked Fort St. Philip and Fort Jackson with my little fleet, while Commodore Porter most gallantly bombarded them, and, besides, took them in the flank with his steamers, aided by the Portsmouth. Such a fire, I imagine, the world has rarely seen, but, thank God, we got past the forts with a loss of only twenty-four killed and eighty-six wounded; but as I have not heard what became of the three gunboats, 'Kennebec,' 'Itasca,' and 'Winona,' I fear they were lost in passing, and the 'Varuna' was run into by two of the rebel steamers, and finally sunk. I took (and burned) eleven steam gunboats, and two hundred troops or upwards. I then pushed up for the city of New Orleans, leaving two gunboats to aid General Butler in landing at the quarantine, and sent him a communication by Commander Boggs, requesting him to come up at once. I came up to within six or seven miles of the city, when two forts opened on us, but we silenced them in fifteen or twenty minutes, although it was warm work while it lasted. I have not yet heard of the killed and wounded. We only lost one man, and none wounded, although Captain Bailey, in the 'Cayuga,' with Lieutenant Commanding Harrison, and this ship, stood the first brunt of the action, before the other vessels could get

* The ordnance and hospital stores were shipped on the United States steamer Kensington, which was prevented by bad weather, breaking of machinery, and other causes from reaching her destination as early as designed. She arrived, however, in season.

up. We drove them from their guns, and passed up to the city in fine style, and I now send this notice of our having taken possession of the city at meridian or a few minutes p.m.

"But I must say I never witnessed such vandalism in my life as the destruction of property; all the shipping, steamboats, &c., were set on fire and consumed. The new iron-clad ram, just finished, but without her machinery, went floating by us. While I am finishing this report, Captain Bailey has been sent to demand the surrender of the city to me in the name of the United States.

"I shall now send down with this letter Commander Smith in the 'Mississippi,' to look after General Butler, and a ram, which it appears we left behind at Fort Jackson, as it might be more than a match for the two gunboats I left behind.

"In conclusion, I hope I have done all I proposed to do, which was to take the city of New Orleans; and I will now, in conjunction with the army, General Butler, reduce the forts, and take care of the outlet from the west, and purpose immediately to ascend to meet Flag-Officer Foote.

"The conduct of officers and men has been such as to command my highest admiration, and shall hereafter be a subject of more special commendation.

"I am, Very Respectfully,

Your Obedient Servant,

"D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

"Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

Announcement of the Capture of Forts Jackson and St. Philip and Surrender of New Orleans.

"United States Flag Ship 'HARTFORD.'

"At anchor off the City of New Orleans, April 29, 1862.

"Sir:

"I am happy to announce to you that our flag waves over both Forts Jackson and St. Philip, and at New Orleans over the custom house. I am taking every means to secure the occupation by General Butler of all the forts along the coast. Berwick's bay and Fort Pike have been abandoned; in fact, there is a general stampede, and I shall endeavor to follow it up.

"I am bringing up the troops as fast as possible. We have destroyed all the forts above the city, four in number, which are understood to be all the impediments between this and Memphis.

"I am, Very Respectfully,

Your Obedient Servant,

"D. G. FARRAGUT,

Flag-Officer, Western Gulf Blockading Squadron.

"Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

FLAG-OFFICER FARRAGUT'S DETAILED REPORT OF THE BATTLES OF
THE MISSISSIPPI.

“United States Flag Ship ‘HARTFORD,’

“At anchor off the city of New Orleans, May 6, 1862.

‘SIR: I have the honor herewith to forward my report, in detail, of the battle of New Orleans. On the 23d of March I made all my arrangements for the attack on, and passage of, Forts Jackson and St. Philip.

“Every vessel was as well prepared as the ingenuity of her commander and officers could suggest, both for the preservation of life and of the vessel; and, perhaps, there is not on record such a display of ingenuity as has been evinced in this little squadron. The first was by the engineer of the ‘Richmond,’ Mr. Moore, by suggesting that the sheet cables be stopped up and down on the sides in the line of the engines, which was immediately adopted by all the vessels. Then each commander made his own arrangements for stopping the shot from penetrating the boilers or machinery that might come in forward or abaft, by hammocks, coal, bags of ashes, bags of sand, clothes bags, and, in fact, every device imaginable. The bulwarks were lined with hammocks by some, by splinter nettings made with ropes by others. Some rubbed their vessels over with mud, to make their ships less visible, and some whitewashed their decks, to make things more visible by night during the fight, all of which you will find mentioned in the reports of the commanders. In the afternoon I visited each ship, in order to know positively that each commander understood my orders for the attack, and to see that all was in readiness. I had looked to their efficiency before. Every one appeared to understand their orders well, and looked forward to the conflict with firmness, but with anxiety, as it was to be in the night, or at 2 o'clock, A.M.

“I had previously sent Captain Bell, with the petard man, with Lieutenant Commanding Crosby, in the ‘Pinola,’ and Lieutenant Commanding Caldwell, in the ‘Itasca,’ to break the chain which crossed the river, and was supported by eight hulks, which were strongly moored. This duty was not thoroughly performed, in consequence of the failure to ignite the petards with the galvanic battery, and the great strength of the current. Still it was a success, and, under the circumstances, a highly meritorious one.

“The vessel boarded by Lieutenant Commanding Caldwell appears to have had her chains so secured that they could be

cast loose, which was done by that officer, and thereby making an opening sufficiently large for the ships to pass through. It was all done under a heavy fire, and at a great hazard to the vessel, for the particulars of which I refer you to Captain Bell's report (marked A). Upon the night preceding the attack, however, I despatched Lieutenant Commanding Caldwell to make an examination, and to see that the passage was still clear, and to make me a signal to that effect, which he did at an early hour. The enemy commenced sending down fire-rafts, and lighting their fires on the shore opposite the chain about the same time, which drew their fire on Lieutenant Commanding Caldwell, but without injury. At about five minutes of 2 o'clock, A.M., April 24, signal was made to get under way (two ordinary red lights, so as not to attract the attention of the enemy), but owing to the great difficulty in purchasing their anchors, the 'Pensacola' and some of the other vessels were not under way until half-past three. We then advanced in two columns, Captain Bailey leading the right in the gunboat 'Cayuga,' Lieutenant Commanding Harrison, he having been assigned to the first division of gunboats, which was to attack Fort St. Philip, in conjunction with the second division of ships, and the 'Hartford,' the left; Fleet-Captain Bell leading the second division of gunboats in the 'Sciota'; Lieutenant Commanding Donaldson to assist the first division of ships to attack Fort Jackson, as will be shown by the general order and diagram sent herewith. The enemy's lights, while they discovered us to them, were, at the same time, guides to us. We soon passed the barrier chains, the right column taking Fort St. Philip, and the left Fort Jackson. The fire became general, the smoke dense, and we had nothing to aim at but the flash of their guns; it was very difficult to distinguish friends from foes. Captain Porter had, by arrangement, moved up to a certain point on the Fort Jackson side with his gunboats, and I had assigned the same post to Captain Swartwout, in the 'Portsmouth,' to engage the water batteries to the southward and eastward of Fort Jackson, while his mortar vessels poured a terrific fire of shells into it. I discovered a fire-raft coming down upon us, and in attempting to avoid it, ran the ship on shore, and the ram 'Manassas,' which I had not seen, lay on the opposite of it, and pushed it down upon us. Our ship was soon on fire half-way up to her tops, but we backed off, and through the good organization of our fire department, and the great exertions of Captain Wainwright and his first lieutenant, officers, and crew, the fire was extinguished. In the

mean time our battery was never silent, but poured in its missiles of death into Fort St. Philip, opposite to which he had got by this time, and it was silenced, with the exception of a gun now and then. By this time the enemy's gunboats, some thirteen in number, besides two iron-clad rams, the 'Manassas' and 'Louisiana,' had become more visible. We took them in hand, and, in the course of a short time, destroyed eleven of them. We were now fairly past the forts and the victory was ours, but still here and there a gunboat making resistance. Two of them had attacked the 'Varuna,' which vessel, by her greater speed, was much in advance of us; they ran into her and caused her to sink, but not before she had destroyed her adversaries, and their wrecks now lie side by side, a monument to the gallantry of Captain Boggs, his officers, and crew. It was a kind of guerilla; they were fighting in all directions. Captains Bailey and Bell, who were in command of the first and second divisions of gunboats, were as active in rendering assistance in every direction as lay in their power. Just as the scene appeared to be closing, the ram 'Manassas' was seen coming up under full speed to attack us. I directed Captain Smith, in the 'Mississippi,' to turn and run her down; the order was instantly obeyed, by the 'Mississippi' turning and going at her at full speed. Just as we expected to see the ram annihilated, when within fifty yards of each other, she put her helm hard aport, dodged the 'Mississippi,' and ran ashore. The 'Mississippi' poured two broadsides into her, and sent her drifting down the river a total wreck. Thus closed our morning's fight.

"The department will perceive that after the organization and arrangements had been made, and we had fairly entered into the fight, the density of the smoke from guns and fire-rafts, the scenes passing on board our own ship and around us (for it was as if the artillery of heaven were playing upon the earth), that it was impossible for the flag-officer to see how each vessel was conducting itself, and can only judge by the final results and their special reports, which are herewith enclosed; but I feel that I can say with truth that it has rarely been the lot of a commander to be supported by officers of more indomitable courage or higher professional merit.

"Captain Bailey, who had preceded me up to the quarantine station, had captured the Chalmette regiment, Colonel Szyman-ski; and not knowing what to do with them, as every moment was a great loss to me, I paroled both officers and men, and

took away all their arms, munitions of war, and public property, and ordered them to remain where they were until the next day. I sent some of the gunboats to precede me up the river, to cut the telegraph wires in different places.

“It now became me to look around for my little fleet, and to my regret I found that three were missing—the ‘Itasca,’ ‘Winona,’ and ‘Kennebec.’ Various were the speculations as to their fate, whether they had been sunk on the passage, or had put back. I therefore determined immediately to send Captain Boggs, whose vessel was now sunk, through the Quarantine bayou, around to Commander Porter, telling him of our safe arrival, and to demand the surrender of the forts, and to endeavor to get some tidings of the missing vessels. I also sent a despatch by him to General Butler, informing him that the way was clear for him to land his forces through the Quarantine bayou, in accordance with previous arrangements, and that I should leave gunboats there to protect him against the enemy, who I now perceived had three or four gunboats left at the forts—the ‘Louisiana,’ an iron-clad battery of sixteen guns; the ‘McCrea,’ very similar in appearance to one of our gunboats, and armed very much in the same way; the ‘Defiance,’ and a river steamer transport.

“We then proceeded up to New Orleans, leaving the ‘Wissahicon’ and ‘Kineo’ to protect the landing of the general’s troops. Owing to the slowness of some of the vessels, and our want of knowledge of the river, we did not reach the English Turn until about 10.30, A.M., on the 25th; but all the morning I had seen abundant evidence of the panic which had seized the people in New Orleans. Cotton-loaded ships on fire came floating down; and working implements of every kind, such as are used in ship-yards. The destruction of property was awful. We soon descried the new earthwork forts on the old lines on both shores. We now formed and advanced in the same order, two lines, each line taking its respective work. Captain Bailey was still far in advance, not having noticed my signal for close order, which was to enable the slow vessels to come up. They opened on him a galling fire, which caused us to run up to his rescue; this gave them the advantage of a raking fire on us for upwards of a mile with some twenty guns, while we had but two 9-inch guns on our fore-castle to reply to them. It was not long, however, before we were enabled to bear away and give the forts a broadside of shells, shrapnel, and grape, the ‘Pensacola’ at the same time passing up, and giving a tremendous broadside of the same kind to the

starboard fort ; and by the time we could reload, the ' Brooklyn,' Captain Craven, passed handsomely between us and the battery and delivered her broadside, and shut us out. By this time the other vessels had gotten up, and ranged in one after another, delivering their broadsides in spiteful revenge for their ill-treatment of the little ' Cayuga.' The forts were silenced, and those who could run were running in every direction. We now passed up to the city and anchored immediately in front of it, and I sent Captain Bailey on shore to demand the surrender of it from the authorities, to which the mayor replied that the city was under martial law, and that he had no authority. General Lovell, who was present, stated that he should deliver up nothing, but in order to free the city from embarrassment he would restore the city authorities, and retire with his troops, which he did. The correspondence with the city authorities and myself is herewith annexed. I then seized all the steamboats, and sent them down to quarantine for General Butler's forces. Among the number of these boats is the famous ' Tennessee,' which our blockaders have been so long watching, but which, you will perceive, never got out.

"The levee of New Orleans was one scene of desolation. Ships, steamers, cotton, coal, &c., were all in one common blaze, and our ingenuity was much taxed to avoid the floating conflagration.

"I neglected to mention my having good information respecting the iron-clad rams which they were building. I sent Captain Lee up to seize the principal one, the ' Mississippi,' which was to be the terror of these seas, and no doubt would have been to a great extent ; but she soon came floating by us all in flames, and passed down the river. Another was sunk immediately in front of the custom-house ; others were building in Algiers, just begun.

"I next went above the city eight miles, to Carrolton, where I learned there were two other forts, but the panic had gone before me. I found the guns spiked, and the gun-carriages in flames. The first work, on the right, reaches from the Mississippi nearly over to Pontchartrain, and has twenty-nine guns ; the one on the left had six guns, from which Commander Lee took some fifty barrels of powder, and completed the destruction of the gun-carriages, &c. A mile higher up there were two other earth-works, but not yet armed.

“ We discovered here, fastened to the right bank of the river, one of the most herculean labors I have ever seen—a raft and chain to extend across the river to prevent Foote’s gunboats from descending. It is formed by placing three immense logs of not less than three or four feet in diameter, and some thirty feet long ; to the center one or two, inch chain is attached, running lengthwise the raft, and the three logs and chain are then frapped together by chains from one-half to one inch, three or four layers, and there are ninety-six of these lengths composing the raft ; it is at least three-quarters of a mile long.

“ On the evening of the 29th, Captain Bailey arrived from below, with the gratifying intelligence that the forts had surrendered to Commander Porter, and had delivered up all public property, and were being paroled, and that the navy had been made to surrender unconditionally, as they had conducted themselves with bad faith, burning and sinking their vessels while a flag of truce was flying, and the forts negotiating for their surrender, and the ‘ Louisiana,’ their great iron-clad battery, blown up almost alongside of the vessel where they were negotiating ; hence their officers were not paroled, but sent home to be treated according to the judgment of the government.

“ General Butler came up the same day, and arrangements were made for bringing up his troops.

“ I sent on shore and hoisted the American flag on the custom-house, and hauled down the Louisiana State flag from the city hall, as the mayor had avowed that there was no man in New Orleans who dared to haul it down ; and my own convictions are that if such an individual could have been found, he would have been assassinated.

“ Thus, sir, I have endeavored to give you an account of my attack upon New Orleans from our first movement to the surrender of the city to General Butler, whose troops are now in full occupation, protected, however, by the ‘ Pensacola,’ ‘ Portsmouth,’ and one gunboat, while I have sent a force of seven vessels, under command of Captain Craven, up the river, to keep up the panic as far as possible. The large ships, I fear, will not be able to go higher than Baton Rouge, while I have sent the smaller vessels, under Commander Lee, as high as Vicksburg, in the rear of Jackson, to cut off their supplies from the west.

“ I trust, therefore, that it will be found by the government that I have carried out my instructions to the letter, and to the

best of my abilities, so far as this city is concerned, which is respectfully submitted.

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

“D. G. FAERAGUT,

“*Flag-Officer, Western Gulf Blockading Squadron.*

“Hon. GIDEON WELLES,

“*Secretary of the Navy, Washington, D. C.*”

[General Order.]

“United States Flag Ship ‘HARTFORD.’

“*Mississippi River, April 20, 1862.*

“The flag-officer, having heard all the opinions expressed by the different commanders, is of the opinion that whatever is to be done will have to be done quickly, or we will be again reduced to a blockading squadron, without the means of carrying on the bombardment, as we have nearly expended all the shells and fuzes and material for making cartridges. He has always entertained the same opinions which are expressed by Commander Porter, that is, there are three modes of attack, and the question is, which is the one to be adopted? His own opinion is, that a combination of two should be made, viz: the forts should be run, and when a force is once above the forts to protect the troops, they should be landed at quarantine from the Gulf side by bringing them through the bayou, and then our forces should move up the river, mutually aiding each other as it can be done to advantage.

“When, in the opinion of the flag-officer, the propitious time has arrived, the signal will be made to weigh, and advance to the conflict. If, in his opinion, at the time of arriving at the respective positions of the different divisions of the fleet, we have the advantage, he will make the signal for close action, No. 8, and abide the result—conquer, or to be conquered, drop anchor or keep under way as in his opinion is best.

“Unless the signal above mentioned is made, it will be understood that the first order of sailing will be formed after leaving Fort St. Philip, and we will proceed up the river in accordance with the original opinion expressed.

“The programme of the order of sailing accompanies this general order, and the commanders will hold themselves in readiness for the service as indicated.

ORDER OF FLEET.

2d division gunboats, Captain Bell commanding.

1st division of ships.

- Winona,
Lt. Com'g Nichols.
- Itaska,
Lt. Com'g Caldwell.
- Pinola,
Lt. Com'g Crosby.
- Kennebec,
Lt. Com'g Russell.
- Iroquois,
Commander DeCamp.
- Sciota,
Lt. Com'g Donaldson.

- Richmond,
Commander Alden.
- Brooklyn,
Captain Craven.
- Hartford,
Com'der Wainwright.

1st division gunboats, Captain Bailey commanding.

2d division of ships.

- Wissahickon,
Lt. Com'g A. Smith.
- Kinco,
Lt. Com'g Ransom.
- Katahdin,
Lt. Com'g Preble.
- Varuna,
Commander Boggs.
- Onelda,
Commander Lee.
- Cayuga,
Lt. Com'g Harrison.

- Mississippi,
Commander M. Smith.
- Pensacola,
Captain Morris.

“Very Respectfully,

Your Obedient Servant,

“D. G. FARRAGUT,

Flag-Officer, Western Gulf Blockading Squadron.”

Report of Flag-Officer Farragut Commendatory of the Conduct of those under his Command.

[No. 88.]

“United States Flag Ship ‘HARTFORD,’

“Off the City of New Orleans, May 6, 1862.

“SIR:

“I will bear testimony to the merit of the commanders, and let them bear testimony to the conduct of those under their commands. I am unwilling that any meritorious individuals should be passed by in silence, but they must look to their immediate commanders for special notice, except when they come under my eyes.

“I shall always be ready to bear testimony to the good conduct of Commander Wainwright and his first lieutenant, whose good organization of the fire department saved this ship, and to his officers and crew, whose energy and courage in extinguishing the fire, and keeping up the fire of the great

guns, could not be surpassed. And those who were around me, the signal-officer, my clerk, Mr. Osborn, Messrs. Bache and Wardell, captain's clerks, and Master's Mate Allen, who had charge of the 20-pounder rifle gun, (an apprentice boy,) all did their duty well, particularly Mr. Allen, whose energy and courage were always marked; and had he a better education, I should certainly recommend him for promotion, but I trust that his conduct will be remembered by the Department.

"In conclusion, permit me to say that every provision possible was made in advance of our fight for the comfort of the wounded by the fleet surgeon, Dr. Foltz, who was indefatigable in his exertions to ameliorate their sufferings and dress their wounds; in fact, all whom it was in my power to know anything about did their duty to the utmost of their ability.

"As to the commanders of the three gunboats who failed to get through, the Department must take their own statements, as I never saw them after we left our anchorage; but their conduct previous to the fight had induced me to form a high estimate of their characters, and Lieutenant Caldwell's conduct in breaking the barrier chain gave an earnest of an intention to do all in his power on the day of trial. I am sure that the mortification they sustained by their failure has been the severest of punishments, and they will never rest until it is removed.

"All of which is Respectfully Submitted by,

Your Obedient Servant,

"D. G. FARRAGUT,

"Flag-Officer, Western Gulf Blockading Squadron.

"HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

Congratulatory Letter of the Secretary of the Navy.

"NAVY DEPARTMENT, May 10, 1862.

"SIR:

"Captain Bailey, your second in command, has brought to the Department the official dispatches from your squadron, with the trophies forwarded to the national capital.

"Our navy, fruitful with victories, presents no more signal achievement than this, nor is there an exploit surpassing it recorded in the annals of naval warfare. In passing, and eventually overcoming Forts Jackson and St. Philip, the batteries above and below New Orleans, destroying the barriers of chains, steam-rams, fire-rafts, iron-clad vessels, and other obstructions, capturing from the rebel forces the great southern metropolis, and obtaining possession and control of the Lower Mississippi, yourself, your officers, and our brave sailors and marines, whose courage and daring bear historic renown, have won a nation's gratitude and applause. I congratulate you and your command on your great success in having contributed so largely towards destroying the unity of the rebellion, and in restoring again to the protection of the national government and the national flag the important city of the Mississippi valley, and so large a portion of its immediate dependencies.

"Your example and its successful results, though attended with some

sacrifice of life and loss of ships, inculcate the fact that the first duty of a commander in war is to take great risks for the accomplishment of great ends.

"One and all, officers and men, composing your command, deserve well of their country.

"I am, Respectfully,
Your Obedient Servant,

"Flag-Officer

"GIDEON WELLES.

"D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, New Orleans."

OPERATIONS OF THE MORTAR FLOTILLA.

Commander Porter's announcement of the passage of the forts by the fleet, and progress of the bombardment of the forts by the mortar flotilla.

"United States Steamer 'HARRIET LANE,'

"*Mississippi River, April 25, 1862.*

"SIR: I have the honor to inform you that Flag-Officer Farragut, with the fleet, passed Forts Jackson and St. Philip on the morning of the 24th, and should be in New Orleans by this time, as he can meet with no obstacles such as he has already passed, the way being comparatively open before him.

"We commenced the bombardment of Fort Jackson on the 18th, and continued it without intermission until the squadron made preparations to move. The squadron was formed in three lines to pass the forts. Captain Bailey's division, composed of the following vessels, leading to the attack of Fort St. Philip: 'Cayuga,' 'Pensacola,' 'Mississippi,' 'Oneida,' 'Varuna,' 'Katahdin,' 'Kineo,' 'Wissahickon,' Flag-Officer Farragut leading the following vessels, (second line;) 'Hartford,' 'Brooklyn,' 'Richmond;' and Commander Bell leading the third division, composed of the following vessels: 'Sciota,' 'Iroquois,' 'Pinola,' 'Winona,' 'Itasca,' and 'Kennebec.'

"The steamers belonging to the mortar flotilla, one of them towing the 'Portsmouth,' were to enfilade the water battery commanding the approaches: Mortar steamers 'Harriet Lane,' 'Westfield,' 'Owasco,' 'Clifton,' and 'Miami'—the 'Jackson' towing the 'Portsmouth.' The vessels were rather late in getting under way and into line, and did not get fairly started until 3.30, A.M., and the unusual bustle apprised the garrison that something was going on.

"In an hour and ten minutes after the vessels had weighed anchor they had passed the forts, under a most terrific fire,

which they returned with interest. The mortar fleet rained down shells on Fort Jackson to try and keep the men from the guns, while the steamers of the mortar fleet poured in shrapnel upon the water battery commanding the approach, at a short distance, keeping them comparatively quiet. When the last vessel of ours could be seen amidst the fire and smoke to pass the battery, signal was made to the mortars to cease firing, and the flotilla steamers were directed to retire from a contest that would soon become very unequal.

“It was now daylight, and the fleet having passed along, the forts began to pay their attention to our little squadron of steamers, the ‘Portsmouth,’ which was being towed up, and three of the gunboats which failed to pass through. These latter became entangled in some wrecks and chains placed in the river to obstruct, and which were only partially removed. One of these vessels (the ‘Winona’) got through as far as Fort St. Philip, but, having all the guns bearing on her, she sensibly retired. The ‘Itasca’ was fairly riddled, and had a shot through her boiler. The ‘Kennebec’ escaped unhurt.

“I am disposed to think that our squadron received but little damage, considering the unequal contest—one hundred and forty-two guns on board ship opposed to one hundred on shore—placed in a most commanding position. For twenty minutes after the ships passed, the forts fired very feebly on the vessels that remained outside; so much so that the ‘Portsmouth’ was enabled to drop with the current out of gunshot, though the shot fell pretty freely about her at last. I think the fire from the ships must have been very destructive to life.

“The last we saw of our vessels they were standing up the river. Some explosion took place, which made us feel rather uneasy, but which may have been the rebel gunboats. We could see that our squadron had not destroyed all the enemy’s vessels at the fort, for three or four of them were moving about in all directions, evidently in a state of excitement.

“Before the fleet got out of sight it was reported to me that the celebrated ram ‘Manassas’ was coming out to attack us; and sure enough, there she was, apparently steaming along shore, ready to pounce upon the apparently defenseless mortar vessels. Two of our steamers and some of the mortar vessels opened fire on her; but I soon discovered that the ‘Manassas’ could harm no one again, and I ordered the vessels to save their shot. She was beginning to emit smoke from her ports or holes, and was

discovered to be on fire and sinking. Her pipes were twisted and riddled with shot, and her hull was also well cut up. She had evidently been used up by the squadron as they passed along.

“I tried to save her as a curiosity, by getting a hawser around her and securing her to the bank, but just after doing so she faintly exploded. Her only gun went off, and emitting flames through her bow port, like some huge animal, she gave a plunge and disappeared under the water.

“Next came a steamer on fire, which appeared to be a vessel of war belonging to the rebels; and after her two others, all burning and floating down the stream. Fire seemed to be raging all along the ‘up river,’ and we supposed that our squadron were burning and destroying the vessels as they passed along. It appears, however, that the *McRae*, one or two river boats, and their celebrated floating battery, (brought down the night before,) were left unhurt, and were still flying the Confederate flag.

“The matter of the floating battery becomes a very serious affair, as they are hard at work at Fort Jackson mounting heavy rifled guns on it, which are of no further use to them in the fort. She mounts sixteen guns, is almost as formidable a vessel as the ‘*Merrimack*,’ perfectly shot-proof, and has four powerful engines in her. I shall, at all events, take such steps as will prevent her from destroying anything, and we may still hold her in check with the steamers, though they are rather fragile for such a service. This is one of the ill effects of leaving an enemy in the rear. I suppose that the ships fired on her as they passed through, but that her mail resisted the shot. She had steam on this morning, and was moving about quite lively. I tried to put some mortar shell through her roof, but without effect, as she moved off.

“The forts are now cut off from all communication with New Orleans, as I presume that Flag-Officer Farragut has cut the wires. I have sent the ‘*Miami*’ around with General Butler to the back of Fort St. Philip, to try and throw in troops at the quarantine, five miles along the forts, and at the same time open communication that way with the flag-officer, and supply him with ammunition. I am also going to send part of the mortar fleet to the back of Fort Jackson, to cut off the escape of the garrison by that way, and stop supplies. A deserter, who can be relied on, informs us that they have plenty of provisions for two months, plenty of ammunition, and plenty of discomforts. Our shell set the citadel on fire the first afternoon we opened. It burnt freely for seven hours, but I thought it a fire-raft behind

the fort, as they continually send them down on us, though without any effect.

“But few casualties occurred to vessels on this side of the forts. The ‘Harriet Lane’ lost but one man killed, and one, I fear, mortally wounded. The ‘Winona’ lost three killed and three wounded, and the ‘Itasca,’ with fourteen shots through her, had but few men hurt.

“These forts can hold out still for some time, and I would suggest that the ‘Monitor’ and ‘Mystic,’ if they can be spared, be sent here, without a moment’s delay, to settle the question.

“The mortar fleet have been very much exposed and under a heavy fire for six days, during which time they kept the shells going without intermission. One of them, the ‘Maria L. Carlton,’ was sunk by a shot passing down through her magazine, and then through her bottom. The flotilla lost but one man killed and six wounded. The bearing of the officers and men was worthy of the highest praise. They never once flagged during a period of six days, never had an accident to one of the vessels by firing, and when shell and shot were flying thick above them, showed not the least desire to have the vessels moved to a place of safety. The incidents of the bombardment will be mentioned in my detailed report.

“I merely write this hurried letter to apprise the department of the state of affairs, and shall send it off at once via Havana.

“The sight of this night attack was awfully grand. The river was lit up by rafts filled with pine knots, and the ships seemed to be fighting literally amidst flames and smoke. Where we were the fire of the enemy was high, and comparatively harmless.

“I am in hopes that the ships above fared as well as we did, though amid such a terrific fire. It was gratifying to see that not a ship wavered, but stood steadily on her course; and I am in hopes (and I see no reason to doubt it) that they now have possession of New Orleans.

“I am, with great respect, your obedient servant,

“DAVID D. PORTER,

“*Commanding Flotilla.*

“HON. GIDEON WELLES,

“*Secretary of the Navy.*

“P. S.—Captain Boggs has just arrived by way of a cut through the swamps, and brings the following additional intelli-

gence: The 'Varuna' was sunk; about one hundred men were killed and wounded; ships all ready for another fight. No obstructions on the way to New Orleans. Eleven Confederate vessels sunk and burnt in passing the forts. General Butler is about to land men the back way, six miles above the forts. No officers killed or wounded. Soldiers captured miserably armed, and without ammunition."

COMMANDER PORTER'S DETAILED REPORT.

"United States Steamer 'HARRIET LANE,'

"Forts Jackson and St. Philip, April 30, 1862.

"SIR:

"I have the honor to lay before you a report of the proceedings of the mortar flotilla under my command since the day the vessels entered the Mississippi river.

"On the 18th of March all the mortar fleet crossed 'Pass à l'Outre' bar, towed by the 'Harriet Lane,' 'Owasco,' 'Westfield,' and 'Clifton,' the two latter having arrived that morning. I was ordered by Flag-Officer Farragut to proceed to Southwest Pass, which I accordingly did; there we awaited orders, being at any moment ready to go to work on the forts.

"As yet only the 'Brooklyn' and 'Hartford' had crossed the bar, a short time after the 'Richmond' passed over, and then the 'Mississippi' and the 'Pensacola,' came from Ship island to try their hand at getting through; there was not at the time a great depth of water, and their pilots were not at all skillful or acquainted with the bar. I volunteered my services with the steamers belonging to the mortar flotilla, and, after eight days' laborious work, succeeded in getting the ships through, and anchored them at Pilot Town. I do not hesitate to say, but for the exertions of Commander Renshaw, Lieutenant Commander Baldwin, and Lieutenant Commanding Wainwright, that the two latter ships would never have got inside; the 'Miami,' Lieutenant Commanding Harrell, also rendered assistance, but as his vessel was an unmanageable one, he could do no more than act as a stream anchor to heave the ships ahead by.

"Too much praise cannot be awarded to the commanders of the 'Westfield' and 'Clinton' (Renshaw and Baldwin) for the exertions they displayed on this occasion; they knew that the success of the expedition depended on getting these ships over; and they never faltered in their duty, working against adverse circumstances, and impeded by a fog of eight days' duration, which obscured a vessel at the distance of fifty yards; the 'Harriet Lane,' also did all she could with her small power, and in the end the united power of these vessels succeeded in getting over the bar the heaviest vessels that ever entered the Mississippi river.

"When the ships were all ready to move up, I directed Mr. Gerdes (assistant on the Coast Survey) to proceed in the 'Sachem' and make a minute survey from 'Wiley's Jump' up to the forts. He detached Mr. Oltmanns and Mr. Harris, the first an assistant on the Coast Survey, the latter sent out by the superintendent (Mr. Archibald Campbell) of the northwestern boundary, to perform what might be required of him; the work was performed in

boats ; Lieutenant Commanding Guest, in the *Owasco*, being detailed by me for the purpose of protecting them. These two gentlemen, Messrs. Harris and Oltmanns, performed their duty most admirably : in three days they had surveyed and triangulated over seven miles of the river, their observations taking in Forts Jackson and St. Philip ; much of this time they were under fire from shot and shell at a distance of two thousand six hundred yards, and were exposed to concealed riflemen in the bushes. On one occasion Mr. Oltmanns was fired upon from the bushes while surveying in one of the *Owasco's* boats, one of the balls striking an oar, but the boat's crew drove the enemy off with their rifles, and Mr. Oltmanns proceeded with his work, establishing the positions the mortar vessels were to occupy with great coolness and precision. I deem it due to these gentlemen to mention their names honorably as a tribute to the Coast Survey—the utility of which is not properly appreciated—and as a mark of high satisfaction with them for their invaluable services.

“The survey being completed, and marked positions being assigned to the vessels when their distance from the fort could be known to a yard, I brought up three of the schooners to try their range and durability at a distance of three thousand yards. I found the range satisfactory, and had no reason to doubt the durability of the mortar beds and foundation. I received but little encouragement from any one about the success of the mortars, it having been confidently predicted that ‘the bottoms of the schooners would drop out at the tenth fire.’ I had no doubts myself about the matter, having perfect confidence in the schooners. Lieutenant Commanding John Guest guarded the Coast Survey party while they were employed, returning the enemy's fire whenever he thought he could do so with effect.

“On the 16th Flag-Officer Farragut moved up the fleet, and I was told to commence operations as soon as I was ready. The schooners sailed up partly or were towed by the steamers, and on the morning of the 18th they had all reached their positions ready to open fire. Previous to taking their places I had directed the masts to be dressed off with bushes, to make them invisible to the enemy and intermingle with the thick forest of trees and matted vines behind which they were placed ; this arrangement proved to be an admirable one, for never once during the bombardment was one of the vessels seen from the forts, though their *approximate* position was known. As the bushes were blown away during the bombardment they were renewed, and the masts and ropes kept covered from view. The place I selected for the mortar vessels was under the lee of a thick wood closely interwoven with vines, and presenting in the direction of Forts Jackson and St. Philip an impenetrable mass for three hundred yards, through which shot could scarcely pass. From our mastheads the forts could be plainly seen, though observers there could not see us in return. The head vessel of the first division, Lieutenant Commanding Watson Smith, was placed at this point, two thousand eight hundred and fifty yards from Fort Jackson, three thousand six hundred and eighty from St. Philip ; the vessels were then dropped in a line close to each other, their positions having been marked by the Coast Survey party, and Messrs. Oltmanns and Harris superintending personally that each one was acquainted with the proper distance. Next to Lieutenant Commanding Smith's division of seven vessels (‘*Norfolk Packet*,’ Lieutenant Commanding Watson Smith ; ‘*Oliver*

H. Lee,' Acting Master Washington Godfrey; 'Para,' Acting Master Edward G. Furber; 'C. P. Williams,' Acting Master Amos R. Langthorne; 'Arletta,' Acting Master Thomas E. Smith; 'William Bacon,' Acting Master, William P. Rogers; 'Sophronia,' Acting Master Lyman Bartholemew) was placed the six vessels of the third division, under Lieutenant Commanding K. R. Breese, ('John Griffith,' Acting Master Henry Brown; 'Sarah Bruen,' Acting Master Abraham Christian; 'Racer,' Acting Master Alvin Phinney; 'Sea Foam,' Acting Master Henry E. Williams; 'Henry James,' Acting Master Lewis W. Pennington; 'Dan. Smith,' Acting Master George W. Brown,) and one vessel, the 'Orvetta,' Acting Master Blanchard, all lying in line close together.

"All the vessels mentioned were anchored and secured to spring their broadsides, as occasion might require. In the meantime Lieutenant Commanding John Guest was sent ahead in the 'Owasco' to clear the bushes of riflemen which had been found to lurk there, and cover the vessels from the fire of the forts when it should open; the 'Westfield,' 'Clifton' and 'Miami' being engaged in towing the vessels to their posts.

"I placed six vessels of the second division, under command of Lieutenant W. W. Queen, on the northeast shore of the river, the headmost one three thousand six hundred and eighty yards from Fort Jackson, to which the division was directed to turn its attention. The following vessels and acting masters composed this division:

"'T. A. Ward,' W. W. Queen, commanding second division.

"'M. J. Carlton,' Charles E. Jack, acting master.

"'Matthew Vasser,' Hugh H. Savage, acting master.

"'George Mangham,' John Collins, acting master.

"'Orvetta,' Francis E. Blanchard, acting master.

"'Sydney C. Jones,' J. D. Graham, acting master.

"When the divisions were all placed signal was made to 'commence action,' and they opened in order, each one firing every ten minutes. The moment the mortars opened Forts Jackson and St. Philip responded with all their guns that could bear, but for some time did not appear to get the right range; the hulls of the vessels on the northeast shore, being covered with reeds and willows, deceived them somewhat, though their shot and shell went over. The fire of the enemy was rapid, and, as the shell and shot began to grow rather hot, I sent to the flag-officer, asking that some of the gunboats should be sent to draw their fire. For one hour and fifty minutes Lieutenant Commanding Guest had, at the head of the mortar fleet, borne the fire of the forts uninjured, and only left there to get a supply of ammunition. After I went on board his vessel and ordered him to retire, the mortar vessels having been reinforced by the gunboats sent up by the flag-officer, by midday the fire on the vessels on the northeast shore (Lieutenant Commanding Queen's division) became so rapid, and the shot and shell fell so close, that I went on board to move them. One large 120-pound shell had passed through the cabin and damaged the magazine of Lieutenant Commanding Queen's vessel, the 'T. A. Ward,' coming out near the water line, her rigging was cut, and shot flying over her fast. The 'George Mangham,' Acting Master John Collins, had received a 10-inch shot near her water-line, so I moved them both (contrary to the wishes of the officers) two hundred yards further astern, throwing the enemy out of his range, which he did not

discover for two or three hours. At five o'clock in the evening the fort was discovered to be in flames, and the firing from the enemy ceased. We afterwards learned that the citadel had been fired by our bomb-shells, and all the clothing of the troops and commissary stores had been burnt up, while great distress was experienced by the enemy owing to the heat and danger to the magazine. Had I known the extent of the fire, I should have proceeded all night with the bombardment; but the crews had had nothing to eat or drink since daylight. I knew not how much the mortar-beds and vessels might have suffered. Night firing was uncertain, as the wind had set in fresh, and not knowing how long a bombardment I might have to go through with, I deemed it best to be prudent. A little after sunset I ordered the firing to cease, and made the only mistake that occurred during the bombardment. The fire in the forts blazed up again at night, but I thought it one of the fire-rafts they lighted up every night at the fort.

"The first and third divisions, under Lieutenants Commanding Smith and Breese, acquitted themselves manfully that day, and though the shot and shell fell thick about them behaved like veterans. We fired on this day over fourteen hundred shell, many of which were lost in the air, owing to bad fuzes. No accident of any kind occurred from careless firing, and after a careful examination the vessels and mortar-beds were found to be uninjured. On that night, at two o'clock, I ordered Lieutenant Commanding Queen to drop out of the line of fire, and I placed him on the south shore, in a safer and closer position, though not one where he could work to such advantage, the fort being plainly visible from his late position, and the effect of the shells could be more plainly noted. On the south shore the pointing of the mortars could only be done from sights fixed to the mastsheads, and many curious expedients were resorted to to obtain correct firing, expedients very creditable to the intelligence of the commanders of the vessels. We heard afterwards that our first day's firing had been more accurate than that of any other day, though it was all good.

"On the morning of the 19th we opened fire on the enemy again, when he tried his best to dislodge us from behind our forest protection without effect; our fire was kept up as rapidly as the men could carefully and properly load, the enemy returning it with what heavy guns he could bring to bear on us, most of his shot going over us amongst the shipping and gun-boats, which were on guard and employed drawing the fire away from us. About nine o'clock in the second morning the schooner 'Maria J. Carlton,' Charles Jack, master, was sunk by a rifle shell passing down through her deck, magazine and bottom. I happened to be alongside at the time and had nearly all the stores saved, also the arms. As she went down the mortar was fired at the enemy for the last time, and that was the last of the 'Carlton.' We hauled her on to the bank when we found that she was sinking, and were thus enabled to save many of her stores; but she finally slipped off the bank into deeper water, and nothing was left visible but her upper rail. Two men were wounded in the 'Carlton.' Acting Master Charles Jack came out in this vessel from New York; he lost his mainmast in a gale off Cape Hatteras, but persevered until he arrived in Key West, and sailed with the flotilla to Ship Island. He went through another gale, but got into port safe. He was almost always up with the rest in working up

the river under sail with his one mast ; and when his vessel sunk he volunteered his services on board the vessel of Lieutenant Commanding Queen, to whose division he belonged. On the second day the firing from the forts was rather severe on the masts and rigging of the first division. I wanted to move them a little further down, but was prevented from doing so at the request of Lieutenant Commanding Smith, who seemed determined not to withdraw until something was sunk. He had one man killed in the 'Arletta,' Acting Master Smith, by a 10-inch shot striking between the stop of the mortar bed and the mortar, which disabled it for a time only ; it was repaired in two or three hours, the men meanwhile under fire, without any occupation to keep up their interest. One or two men were wounded this day. We had another conflagration in the fort, the shells having set fire to some quarters put up for officers on the northwest angle of the works ; they were all consumed. The firing seemed to be good this day, though some said the shells went over, and others said they fell short. The proof of accuracy was that the batteries were silenced every time the shells were concentrated on any one point. The fuzes being so bad, I gave up the plan of timing them, and put in *full-length fuzes*, to burst after they had entered the ground. In some respects this was disadvantageous, but we lost but few by bursting before time in the air. The ground being wet and soft, the shells descended eighteen and twenty feet into the ground, exploding after some time, lifted the earth up, and let it fall back into its place again, not doing a great deal of harm, but demoralizing the men, who knew not what the consequences might be. The effect, I am told, was like that of an earthquake. When the shells hit the ramparts they did their work effectually, knocking off large pieces of the parapet and shattering the casemates. On the third and fourth day the ammunition on board began to grow short, and the steamers had to be sent down to bring it up, the boats of the squadron also assisting all they could, in the strong current, to supply the vessels. The steamers laid close to the mortar vessels while the shot and shell were flying all about ; but, strange to say, not a vessel was struck, though I expected to see some of them injured. The employment of them in that way could not be avoided. Everything was conducted with the greatest coolness, and the officers and men sat down to their meals as if nothing was going on—shells bursting in the air and falling alongside, and shot and rifle shell crashing through the woods and tearing the trees up by the roots. On the fifth day the fire from the forts on the head of the first division was very rapid and troublesome. One hundred and twenty-five shots fell close to the vessels in one hour and thirty minutes, without, however, doing them any damage beyond hitting the 'Para,' the headmost vessel, and cutting up the rigging and masts. The fire of the enemy had been attracted to the mastheads of one of the large ships which had been moved up, and which they could see over the woods. I deemed it prudent to move three of them two or three lengths, much to the annoyance of the officers, who seemed indisposed to yield an inch. Still, my duty was to look out for the vessels and not have them destroyed. The 'Norfolk Packet' got a piece of a shell through her decks, and had her rigging and crosstrees cut away, and one man wounded. For three days and nights the officers and men had had but little repose and but few comfortable meals, so I divided the divisions into three watches of four hours each, firing from one division

about one hundred and sixty-eight times a watch, or altogether, during twenty-four hours, one thousand five hundred shell. This I found rested the crews and produced more accurate firing. Overcome with fatigue, I had seen the commanders and crews lying fast asleep on deck, with a mortar on board the vessel next to them, thundering away and shaking everything around them like an earthquake. The windows were broken at the Balise, thirty miles distant. It would be an interminable undertaking, sir, if I were to attempt to give a minute account of all the hard work performed in the flotilla, or mention separately all the meritorious acts and patient endurance of the commanders and crews of the mortar vessels. *All* stuck to their duty like men and Americans: and though some may have exhibited more ingenuity and intelligence than others, yet the performance of all commanded my highest admiration. I cannot say too much in favor of the three commanders of divisions, Lieutenants Watson Smith, W. W. Queen, and K. R. Breese. I can only say I would like always to have them at my side in times of danger and difficulty. They were untiring in their devotion to their duties, directing their officers, who could not be supposed to know as much about their duties as they did. I left the entire control of these divisions to themselves, trusting implicitly that they would faithfully carry out the orders which I had given them previous to the bombardment, and knowing that no powder or shell would be thrown away if they could help it. The end justified my confidence in them. During a bombardment of six days they were constantly exposed to a sharp fire from heavy guns. If they sustained no serious damage to their vessels it was no fault of the enemy, who tried his best to destroy them, and who, after I had withdrawn the vessels of Lieutenant Commanding Queen from a very exposed position, reported that he had sunk them.

“After bombarding the fort for three days I began to despair of taking it, and, indeed, began to lose my confidence in mortars, but a deserter presented himself from Fort Jackson, and gave me such an account of the havoc made by our mortar practice that I had many doubts at first of his truth; he represented hundreds of shells falling into the fort, casemates broken in, citadel and outbuildings burnt, men demoralized and dispirited, magazine endangered, and the levee cut; we went to work with renewed vigor, and never flagged to the last.

“On the night of the 20th an expedition was fitted out under Commander Bell, for the purpose of breaking the chain; it was composed of the gunboats ‘Pinola’ and ‘Itasca;’ it was arranged that *all* the mortars should play upon the fort while the operation was going on, which they did as fast as they could safely load and fire, nine shells being in the air frequently at one time. The vessels were discovered, and the forts opened fire on them at a distance of three and eight hundred yards. Lieutenant Crosby informed me that but for the rapid and accurate fire of the mortars the gunboats would have been destroyed. The mortars silenced the batteries effectually, and Colonel Higgins ordered the men into the casemates, where they were in no way loth to go. These facts have been obtained from prisoners. The ‘Itasca,’ Lieutenant Caldwell, slipped the chain of one vessel, and was swept ashore by the current, when the ‘Pinola,’ Lieutenant Commanding Crosby, got her off, both remaining in that position over thirty minutes, though seen by the enemy and seldom fired at.

“On the 23rd I urged Flag-Officer Farragut to commence the attack with the ships at night, as I feared the mortars would not hold out, the men were almost overcome with fatigue, and our supply ships laid a good way off. The enemy had brought over two heavy rifle guns to bear on the head of our line, and I was aware that he was daily adding to his defenses and strengthening his naval forces with iron-clad batteries. The 23rd was appointed, but the attack did not come off. I had fortunately dismounted with a shell, on that day, the heaviest rifle gun they had on St. Philip, breaking it in two, and it annoyed us no more. I did not know it at the time, but thought the ammunition had given out. On the 23rd the order was given to move at two o'clock in the order which the flag-officer will mention in his report. The steamers belonging to the mortar flotilla were assigned the duty of entlading a heavy water battery of six guns and the barbette of guns which commanded the approach to the forts; and the mortars having obtained good range during the day were to try and drive the men from the guns by their rapid fire, and bursting shell over the parapets. The flotilla steamers, composed of the ‘Harriet Lane,’ Lieutenant Commanding Wainwright, leading; ‘Westfield,’ Commander Renshaw; ‘Owasco,’ Lieutenant Commanding Guest; ‘Clifton,’ Lieutenant Commanding Baldwin, and ‘Miami,’ Lieutenant Commanding Harrell, moved up, (when the flag-officer lifted his anchor.) seventy fathoms apart, and took position under the batteries; the leading vessel five hundred yards off, the others closing up as the fire commenced. Then, as soon as the ‘Hartford,’ ‘Brooklyn,’ and ‘Richmond’ passed, they opened with shrapnel on the forts, having received the fire ten or fifteen minutes before replying to it. As the fire was high, and they were close in shore, nearer the forts than the enemy supposed, they occupied, as it turned out, a safer position than the vessels further out, there being only one killed and one wounded on board the ‘Harriet Lane,’ while the other steamers remained untouched. The commanders of all the vessels on this occasion did their duty, coolly kept their vessels close up, fired rapidly and accurately, and the signal was not made to retire until the last vessel of our gallant squadron passed through the flames, which seemed to be literally eating them up; every man, spar, or rope was plainly seen amid the light, and every movement of the ships noted; that last vessel, the gallant ‘Iroquois,’ would provokingly linger and slow her engines opposite the forts to give the rebels a taste of her formidable battery. When she also disappeared in the smoke our signal was hung out to retire, our duty having been accomplished, and the fort turning its entire attention to our little force. It could not, however, do us much harm, as the rain of mortar shells almost completely silenced them; never in my life did I witness such a scene, and never did rebels get such a castigation. Colonel Higgins ordered the men from the batteries into the casemates to avoid the mortar shells, which fell with particular effect on that night, while grapeshot and shrapnel from the ships gave them but a few opportunities to fire from their casemates. The ships had gone by, the backbone of the rebellion was broken, the mortars ceased their fire, and nothing was heard for a time but the booming of guns as our fleet went flying up the river, scattering the enemy’s gunboats and sinking them as they passed. We all sat down to rest and speculate on the chances of seeing our old friends and brother officers again.

“I was very hopeful myself, for I knew that the enemy had been too

much demoralized during the last week by mortar practice to be able to stand against the fire of our ships. I gave the ships, when they started, forty-five minutes to pass the forts; they were only seventy from the time they lifted their anchors. I lost the services of a well-armed and useful vessel, the 'Jackson,' for the attack on the batteries. Her commander, Lieutenant Commanding Woodworth, during the affair was appointed to tow the 'Portsmouth' ahead of the mortar steamers, but was carried down the stream. He persisted, however, in taking her into her berth after the battle was over and the steamers had retired, and anchored her, I believe, within nine hundred yards of the fort. His reception, and that of the 'Portsmouth' was a warm one, for the east batteries opened on them; and, after escaping miraculously, the 'Portsmouth,' with some shots in her hull and rigging and one or two killed and wounded, coolly drifted out from under the guns and took her old position. Had the rebels not been overcome with despair she would have fared badly.

"Immediately on the passage of the ships I sent Lieutenant Commanding Guest up with a flag of truce, demanding the surrender of the forts. The flag of truce was fired on, but apologized for afterwards. The answer was, 'The demand is inadmissible.' Giving the men that day to rest, I prepared to fill up the vessels with ammunition and commence the bombardment again. Having in the meantime heard from Flag-Officer Farragut that he had safely passed the batteries, I determined to make another attempt on these deluded people in the forts to make them surrender, and save the further effusion of blood. Flag-Officer Farragut had unknowingly left a troublesome force in his rear, consisting of four steamers and a powerful steam battery of four thousand tons and sixteen heavy guns, all protected by the forts. I did not know in what condition the battery was, only we had learned that she had come down the night before, ready prepared to wipe out our whole fleet. If the enemy counted so surely on destroying our whole fleet with her, it behooved me to be prudent, and not let the mortar vessels be sacrificed like the vessels at Norfolk. I commenced, then, a bombardment on the iron-clad battery, supposing it lay close under Fort Jackson, and also set the vessels to work throwing shells into Fort Jackson again, to let them know that we were still taking care of them; but there was no response; the fight had all been taken out of them. I sent the mortar vessels below to refit and prepare for sea, as also to prevent them from being driven from their position in case the iron battery came out to attack them. I felt sure that the steamers alone could manage the battery. Six of the schooners I ordered to proceed immediately to the rear of Fort Jackson and blockade all the bayous, so that the garrison could not escape or obtain supplies. I sent the 'Miami' and 'Sachem' to the rear of Fort St. Philip, to assist in landing troops. These vessels all appeared at their destination at the same time, and when morning broke the enemy found himself hemmed in on all sides. It was a military necessity that we should have the forts. Our squadron was cut off from coal, provisions, and ammunition; our soldiers had but little chance to get to New Orleans through shallow bayous; the enemy in the city would hesitate to surrender while the forts held out; communication was cut off between them, and neither party knew what the other was willing to do. So I demanded a surrender again, through Lieutenant Commanding Guest, offering to let them retain their side-arms and

engage not to serve against the United States during the rebellion until regularly exchanged, provided they would honorably deliver up, *undamaged*, the forts, guns, muskets, provisions, and all munitions of war, the vessels under the guns of the fort, and all other public property. The answer was civil, and hopes were held out that, after being instructed by the authorities of New Orleans, they would surrender. In the meantime their men became dissatisfied at being so surrounded; they had no hope of longer holding out with any chance of success, and gave signs of insubordination. On the 28th a flag of truce came on board the 'Harriet Lane,' proposing to surrender Jackson and St. Philip on the terms proposed, and I immediately proceeded to the forts with the steamers 'Westfield,' 'Winona,' and 'Kennebec' in company, and sent a boat for General Duncan and Lieutenant Colonel Higgins, and such persons as they might see fit to bring with them. These persons came on board, and, proceeding to the cabin of the 'Harriet Lane,' the capitulation was drawn up and signed, the original of which I have had the honor of forwarding to the department by Captain Bailey, no opportunity occurring to send it through Flag-Officer Farragut, without loss of time. The officers late commanding the forts informed me that the vessels would not be included in the capitulation, as they (the military) had nothing to do with the naval officers and were in no way responsible for their acts. There was evidently a want of unanimity between the different branches of the rebel service. I afterwards found out that great ill-feeling existed, the naval commander having failed, in the opinion of the military, to co-operate with the forts; the true state of the case being that they were both sadly beaten, and each laid the blame on the other. While engaged in the capitulation an officer came below and informed me that the iron floating battery (the 'Louisiana') had been set on fire by two steamers which had been lying alongside of her. This was a magnificent iron steam floating battery of four thousand tons and mounting sixteen heavy guns, and perfectly shot-proof. She had been brought down from New Orleans the day before, and on it the hopes of their salvation seemed to depend, as will appear by the following letter from General Duncan, taken in the fort:

"CAPTAIN:

"FORT JACKSON, LOUISIANA, *April 22, 1862.*

"Your note of this date relative to the steamer 'Louisiana,' the forwardness of her preparations for attack, the dispositions to be made of her, &c., has been received.

"It is of vital importance that the present fire of the enemy should be withdrawn from us, which you alone can do. This can be done in the manner suggested this morning, under the cover of our guns, while your work on the boat can still be carried on in safety and security. Our position is a critical one, dependent entirely on the powers of endurance of our casemates, many of which have been completely shattered, and are crumbling away by repeated shocks, and therefore I respectfully, but earnestly, again urge my suggestions of this morning upon your notice. Our magazines are also in danger.

"Very Respectfully,

Your Obedient Servant,

"Captain

J. K. MITCHELL,

Commanding Naval Forces, Lower Mississippi River.

"J. K. DUNCAN,

Brigadier-General.

"I was in hopes of saving this vessel as a prize, for she would have been so materially useful to us in all future operations on the coast, her batteries and strength being sufficient to silence any fort here, aided by the other vessels. Seeing her lying so quiet, with colors down and the two steamers under our guns, I never dreamed for a moment that they had not surrendered. The forts and ourselves had flags of truce flying, and I could not make any movement without violating the honor of the United States and interrupting the capitulation which was being drawn up. The burning of the vessels was done so quietly that no one suspected it until the battery was in a blaze. I merely remarked to the commanders of the forts that the act was in no way creditable to the rebel commander. The reply was, 'we are not responsible for the acts of these naval officers.' We proceeded with the conference, and while so engaged an officer came to inform me that the iron-clad battery was all in flames and drifting down on us, having burnt the ropes that had fastened her to the bank. I inquired of the late commanders of the forts if they knew if the guns were loaded, or if she had much powder on board. The answer was, 'I presume so, but we know nothing about the naval matters here.' At this moment the guns, being heated, commenced going off, with a probability of throwing shot and shell amidst friend and foe. I did not deign to notice it further than to say to the military officers, 'if you don't mind the effects of the explosion which is soon to come, we can stand it.' If the ever memorable Commander Mitchell calculated to make a stampede in the United States vessels by his infamous act he was mistaken; none of them moved or intended to move, and the conference was carried on as calmly as if nothing else was going on, though proper precautions were taken to keep them clear of the burning battery. A good Providence, which directs the most unimportant events, sent the battery off towards Fort St. Philip, and as it got abreast of that formidable fort it blew up with a force which scattered the fragments in all directions, killing one of their own men in Fort St. Philip, and when the smoke cleared off it was nowhere to be seen, having sunk immediately in the deep water of the Mississippi. The explosion was terrific, and was seen and heard for many miles up and down the river. Had it occurred near the vessels it would have destroyed every one of them. This, no doubt, was the object of the arch traitor who was the instigator of the act. He failed to co-operate, like a man, with his military confederates, who looked to the means he had at his disposal to save them from destruction, and who scorned alike his want of courage in not assisting them, as well as the unheard of, and perfidious act which might, in a measure, have reflected on them.

"How different was the course of the military commanders, who, though engaged in so bad a cause, behaved honorably to the end. Every article in the fort was delivered up undamaged. Nothing was destroyed, either before the capitulation or while the capitulation was going on, or afterwards. The most scrupulous regard was paid to their promises. They defended their works like men, and had they been fighting for the flag under which they were born instead of against it, it would have been honor enough for any man to have said he had fought by their side.

"After the capitulation was signed, I sent Commander W. B. Renshaw to Fort Jackson, and Lieutenant Commanding Ed. Nichols to Fort St. Philip, to receive the surrender of the forts. The rebel flag was hauled

down and the stars and stripes once more floated over the property of the United States. The sun never shone on a more contented and happy-looking set of faces than those of the prisoners in and about the forts. Many of them had not seen their families for months, and a large portion had been pressed into a service distasteful to them, subject to the rigor of a discipline severe beyond measure. They were frequently exposed to punishments, for slight causes, which the human frame could scarcely endure, and the men who underwent some of the tortures mentioned on a list of punishments I have in my possession must have been unable afterwards to do any duty for months to come. Instead of the downcast countenances of conquered people, they emerged from the fort (going home on their parole) like a parcel of happy school-boys in holiday times, and no doubt they felt like them also.

“When the flags had been exchanged I devoted my attention to Commander Mitchell, who was lying a half mile above us with three steamers, one of which he had scuttled. Approaching him in the ‘Harriet Lane,’ I directed Lieutenant Commanding Wainwright to fire a gun over him, when he lowered his flag. I then sent Lieutenant Commanding Wainwright on board to take possession and receive the unconditional surrender of the party, consisting of fourteen naval officers and seven engineers, temporarily appointed; the crew of the iron-clad battery consisted of three hundred men and two companies of marine artillery, nearly all from civil life, and serving much against their will, so they said. Commander Mitchell and the other naval officers were transferred to the ‘Westfield’ as prisoners of war, and as soon as time would allow the marines and sailors were sent in one of the captured vessels to Flag-Officer Farragut at New Orleans. The captured military officers were sent up to New Orleans on their parole; and thus ended the day on which the great Mississippi rejoiced once more in having its portals opened to the commerce of the world. The backbone of the rebellion was broken, and from the appearance and talk of the soldiers we might soon hope to see the people united again under the folds of the flag of the Union. While the capitulation was going on I sent the steamer ‘Clifton’ down to bring up troops, and when General Phelps came up I turned the forts, guns, and munitions of war over to his keeping. My next step was to visit Forts Jackson and St. Philip. Never in my life did I witness such a scene of desolation and wreck as the former presented—it was plowed up by the 13-inch mortars, the bombs had set fire to and burnt out all the buildings in and around the fort; casemates were crushed and were crumbling in, and the only thing that saved them were the sand bags that had been sent from New Orleans during the bombardment, and when they began to feel the effects of the mortars. When the communication was cut off between them and the city this resource of sand bags could avail them no longer. It was useless for them to hold out; a day’s bombardment would have finished them; they had no means of repairing damages; the levee had been cut by the 13-inch bombs in over a hundred places; and the water had entered the casemates, making it very uncomfortable, if not impossible to live there any longer. It was the only place the men had to fly to out of reach of the bombs. The drawbridge over the moat had been broken all to pieces, and all the causeways leading from the fort were cut and blown up with bomb-shells, so that it must have been impossible to walk

there or carry on any operations with any degree of safety. The magazine seems to have been much endangered, explosions having taken place at the door itself, all the cotton bags and protections having been blown away from before the magazine door. Eleven guns were dismantled during the bombardment, some of which were remounted again and used upon us. The walls were cracked and broken in many places, and we could scarcely step without treading into a hole made by a bomb-shell; the accuracy of the fire is, perhaps, the best ever seen in mortar practice; it seems to have entirely demoralized the men and astonished the officers. A water battery, containing six very heavy guns, and which annoyed us at times very much, was filled with the marks of the bombs, no less than one hundred and seventy having fallen into it, smashing in the magazine, and driving the people out of it. On the night of the passage of the ships this battery was completely silenced, so many bombs fell into it and burst over it. It had one gun in it, the largest I have ever seen, made at the Tredegar works. I would not pretend to say how many bombs fell in the ditches around the works, but soldiers in the forts say about three thousand; many burst over the works, scattering the pieces of shell all around. The enemy admit but fourteen killed and thirty-nine wounded by the bombardment, which is likely the case, as we found but fourteen fresh graves, and the men mostly stayed in the casemates, which were three inches deep with water and very uncomfortable. Many remarkable escapes and incidents were related to us as having happened during the bombardment. Colonel Higgins stated an instance where a man was buried deep in the earth, by a bomb striking him between the shoulders, and directly afterwards another bomb exploded in the same place, and threw the corpse high in the air. All the boats and scows around the ditches and near the landing were sunk by bombs; and when we took possession the only way they had to get in and out of the fort to the landing was by one small boat to ferry them across. All the lumber, shingles, and bricks used in building or repairs was scattered about in confusion and burnt up, and every amount of discomfort that man could bear seemed to have been showered upon those poor deluded wretches.

"I was so much struck with the deserted appearance of what was once a most beautiful spot, that I ordered Mr. Gerdes and his assistants on the coast survey to make me an accurate plan of all the works, denoting every bomb that fell, and (as near as possible) the injury the fort had sustained, every distance being accurately measured by tape-line and compass, and the comparative size of fractures noted. The work has been executed with great zeal and accuracy, though it will only give a faint idea of the bombs that fell about the fort; many are lost sight of in the water, which has been let in by the cut levees; many burst over the fort; but enough have been marked to indicate the wonderful precision of fire and the endurance of the forts. Had the ground been hard instead of being soft mud, the first day's bombardment would have blown Fort Jackson into atoms; as it is, it is very much injured, and will require thorough repair before it can be made habitable.

"Fort St. Philip received very little damage from our bombs, having fired at it with only one mortar, and that for the purpose of silencing a heavy rifled gun which annoyed us very much; we were fortunate enough to strike it in the middle and break it in two; and had not much more annoy-

ance from that fort ; two guns were capsized by a bomb at one time, but without injuring them ; they were soon replaced ; some trifling damage was done to the works, though nothing to affect the efficiency of the batteries ; it was from Fort St. Philip that our ships suffered most, the men and officers there having had, comparatively, an easy time of it. I felt sure that St. Philip would surrender the moment Jackson hauled down the secession flag, and consequently directed all the attention of the mortar schooners to the latter fort. The final result justified me in coming to this conclusion.

“ I trust that you will excuse me, sir, for dwelling so minutely on matters relating to this important victory, though I have endeavored to make my report as short as possible.

“ Every little incident in this ever-to-be-remembered drama will be interesting to the true lovers of our Union, who will rejoice over the fact that the great river which is the main artery of our country is once more in our possession, and that we may soon hope to see the stars and stripes floating over every hut and hamlet along its banks. It only remains for me, sir, to do justice to the officers who have been under my command during this arduous and sometimes unpleasant service. Commander Renshaw, Lieutenant Commanding Guest, Lieutenant Commanding Wainwright, Lieutenant Commanding Harrell, Lieutenant Commanding Baldwin, Lieutenant Commanding Woodworth, are the officers commanding steamers connected with the flotilla. Their duties were various and arduous—towing, supplying, and getting under the guns of the fort when opportunities offered, or they were permitted to expose their vessels. In the attack on the water batteries, Lieutenant Commanding Wainwright commanded the ‘ Harriet Lane ’ (as I noticed) coolly and bravely ; and his officers and crew did their duty, all the vessels lying quietly under the heavy fire for fifteen minutes, until it was time to open their batteries, which they did with effect, until the time came to retire. Commander Renshaw made his rifle gun tell with effect, keeping his vessel in close order. Lieutenant Commanding Guest, with his zealous crew, who had fired over two hundred shells at the forts at different times, kept his shell flying as fast as usual, bursting (as I witnessed) with good effect in the midst of the batteries. Lieutenant Commanding Baldwin, who I have always found ready for any duty, no matter how arduous or thankless, was in no way behind any one ; his heavy battery of 9-inch and 32-pounders rattled through the outer works of the fort, helping to keep Jackson quiet while our heavy ships were forcing their way through logs chained together, fire-rafts, rams, to say nothing of the enemy’s gunboats, iron batteries, and forts built to dispute the passage of any fleet which might be sent against them. The steamer ‘ Jackson,’ Lieutenant Commanding Woodworth, towed the ‘ Portsmouth ’ gallantly into fire, though his position was more gallantly than wisely taken ; he was fortunate that his vessel and the ‘ Portsmouth ’ were not cut to pieces. I have been so struck with the energy and zeal of Lieutenants Commanding Woodworth and Baldwin, that I hope the Navy Department will reward them by re-appointing them as permanent officers in the service (if they will accept it), for while the Navy is composed of such men it will never be defeated in equal contests. Lieutenant Commanding Harrell, of the ‘ Miami,’ has had under his command a most wretched and unmanageable vessel, and has not had an opportunity to do himself full justice ; he was always ready to do

any service required of him, and on the night of the attack, with the rest, worked his battery with effect. As soon as the forts had been passed, on account of his light draught, I sent him to co-operate with General Butler in landing troops outside, which duty he performed to my entire satisfaction.

“If the efforts of the mortar flotilla have not met with your expectations in reducing the forts in a shorter time, it must be remembered that great difficulties existed, first in the soil, which allowed the bombs to sink at least twenty feet, by measurement, before exploding, the difficulty of seeing the fort, as it is not much above the surrounding bushes, and the endurance of the casemates, which were deeply covered with earth, and better constructed than supposed; but I am firmly of opinion that the moral effect of this bombardment will go far towards clearing all forts of rebels, and I draw attention to the case of Fort Livingston, which held out a flag of truce the moment three mortar vessels appeared before it. Flag-Officer Farragut has ordered me to repair to Ship Island to await the arrival of the larger vessels, but not to commence any operations until he arrives.

“I herewith enclose the reports of the commanders of steamers in relation to the conduct of those under their command.

“I have the honor to remain,

“Very Respectfully,

Your Obedient Servant,

“DAVID D. PORTER,

Commanding Flotilla.

“HON. GIDEON WELLES,
Secretary of the Navy.”

The Honorable Gideon Welles has shown that the Navy has been robbed or unjustly denied the credit due to it on several occasions, and that of the capture of New Orleans in particular. He says that “a volume of over one hundred pages, published by the War Department, in 1866, is as unjust to the Navy as the fictions of the hastily-compiled histories of partisan writers.” That volume purports to be a “*Chronological table of battles, skirmishes, &c., which took place during the Rebellion of 1861 to 1865.*” No mention is made of the passage of the forts of the Mississippi, or the capture of New Orleans, “by our fleet under Farragut, whose name is not mentioned”; and “more than five hundred names are specified in this volume, of officers, chiefly military, but the name of Farragut no where appears in the volume.” “The passage of the forts, the boldest and grandest deed of the war, and the capture of New Orleans, having been performed by the Navy, are incidents not worthy to be alluded to in this official volume of the War Department,” which, he also says, “is not truthful nor reliable, insomuch as it suppresses or fails to make mention of some of the most important and conspicuous battles which took place, and wholly omits the name of the most

spoke to you some time since, and which has afforded me and other officers the keenest annoyance, by historical statements growing out of the omission to make the desired correction.

“ You recollect that when the ‘Colorado,’ under my command, was found (after lightening her) to draw too much water to be got over the bar into the Mississippi River, I applied to you for the command of a division of gunboats, and coveted the honor of leading, under your orders, the attack on New Orleans and its defenses. Having been assigned by you to the command of a division of your fleet, with your concurrence, and at the request of Commander S. P. Lee, I hoisted my divisional flag on board the steam sloop-of-war ‘Oneida,’ commanded by him. On the 20th of April, 1862, you issued a General Order, with a programme directing the fleet to pass the forts and ascend the river in two columns abreast. You, in your flag-ship, the ‘Hartford,’ at the head of one column, and I at the head of the other. About this time Commander Lee expressed a regret that he had invited me to lead my division in his vessel, the ‘Oneida,’ alleging as a reason that I would get the credit for what might be achieved by his vessel. Lieutenant Commanding Harrison immediately begged me to hoist my divisional flag on board of his little gunboat the ‘Cayuga,’ and give him a chance to lead the division, which, on going on board of your flag-ship and stating the facts, you kindly consented to my doing; and on giving the gallant Harrison the opportunity he sought, the ‘Oneida,’ Commander Lee, was assigned a position further astern. After the chain and booms, constituting the enemy’s obstructions, were cut by Captain Bell and Lieutenant Caldwell, it became apparent that if the fleet went up in two columns abreast, according to your written order and programme of the 20th of April, the parallel columns of vessels would likely get foul of the obstructions on either side, and the whole fleet be hove into confusion under the fire of the enemy’s forts, especially as you had determined to make a night attack (two o’clock in the morning). Therefore, with your proverbial foresight and sagacity, you ordered me to get my division of eight vessels under way as soon as the dusk of the evening should obscure the movement from the enemy, and anchor them, line ahead, near the east bank, and gave me a further verbal order, directing me that when the signal should be made (two red lights) from the ‘Hartford,’ to lead up with my division and to receive but not answer the fire of Fort Jackson (which I was directed to leave for you to take care of when you should come up, as you expressed it, ‘I will take care of Fort Jackson).’ I was then to open on Fort St. Philip and pass it; but you directed that in case at any time you should come up in the ‘Hartford,’ we should leave room for you on the port or west side. I accordingly passed up at the head of my division (in the ‘Cayuga’ receiving but not returning the fire of Fort Jackson. After passing the obstructions I ordered the helm put a-port and led close to the levee, and under the guns of Fort St. Philip, thinking that the guns of that fort would be trained and sighted for mid-river, and that they would consequently overshoot me, (which they did, their shot and shell riddling our masts, spars, sails and rigging, with comparatively little damage to the hulls.) At this time something occurred to the ‘Pensacola’s’ machinery, which caused a detention of the vessels of my division astern of her. Losing sight of them, we in the ‘Cayuga,’ alone, encountered the rebel

iron-clads 'Louisiana' and 'Manassas' and their flotilla of gunboats, and maintained unaided a conflict with them, until Boggs in the 'Varuna' came up, and after delivering a broadside, which came into the 'Cayuga' as well as into the enemy in conflict with us, he passed up the river out of sight. The 'Oneida,' Commander Lee, came up soon after and fired into a steamer that had already surrendered to the 'Cayuga' (being her third prize). I then ordered Lee to go to the assistance of Boggs of the 'Varuna,' then engaged with two of the enemy's steamers up the river, which had been drawn off from their attack on us of the 'Cayuga,' to follow and head off Boggs in the 'Varuna.' After seeing our ('Cayuga's) third prize in flames, we steamed up the river and captured the Chalmette regiment, encamped on the west bank of the river opposite the quarantine hospital. This rebel regiment of infantry I had the honor to hand over to you for your disposition when you came up the river after your severe contest with the forts and fire-ships below.

"To give a history of all the incidents of the battle within my observation or the part of which each vessel of my division took, would make this communication too long.

"The great object of this letter is to call your attention to the fact that in the hurry of making up your dispatches after the battle, you sent home the written order of the 20th of April, which has been published and has passed into history, instead of your verbal order of the 23rd, which was the one in accordance with which the fleet passed up the river, and the battle was fought.

"This error has resulted in an inextricable historical muddle, as the history of the battle has been written on the basis of the published programme of April 20th, never carried out; the formation and position of the attacking force being therefore entirely misunderstood by the historians. One (Rev. Mr. Boynton's) history not even mentioning me, although it did those of officers commanding vessels under me. My name was merely inserted (as commanding a division) at the instance of a friend, who discovered the omission too late to make a further correction. The resolution of the United States Senate of June 6, 1862, and accompanying documents, of which two thousand were printed, perpetuates the error of our passing the forts in two columns abreast. Mr. Greeley in his 'American Conflict,' and other authors, are led into the same misstatements. 'Lossing's Pictorial History' erroneously describes the 'Cayuga' as retiring from the fight on account of her damages, whereas she was continually in action notwithstanding she was much cut up with forty-two shot holes. The 'Varuna,' which had passed us while heavily engaged, went up the river and drew off three of the 'Cayuga's' assailants. The fight of the 'Varuna' with two of which is treated as the great event of the battle, while the leading up and heavy single-hand fighting of the 'Cayuga' (Harrison's gunboat), her taking the surrender of three enemy's steamers, the Chalmette regiment of infantry, and cutting the telegraphic communication between the forts and New Orleans, and other circumstances, are not mentioned. Now, as I do not wish to be compelled, even in justice to myself, or the officers of my division, to go into the mode of correcting history by pamphleteering or newspaper articles, now so common, I must ask of you to correct this error, which I know you will not hesitate to do, seeing how much annoyance it is giving your

friends and followers ; or, if you still have any delicacy in doing this as you appeared to have when I spoke to you before, in consequence of a regulation of the Department that you seemed to consider in the way, may I ask if you see any impropriety in my requesting a Board of Inquiry, in order to get the facts on record, since the truth of history, my duty to my officers, and to my family, requires that I should see it done while I am here to do it. I have the honor to be,

“Respectfully,

Your Obedient Servant,

“THEODORUS BAILEY,

Rear-Admiral, U. S. Navy.”

“To

Admiral D. G. FARRAGUT, U. S. Navy.”

ADMIRAL FARRAGUT'S REPLY.

“NEW YORK, April 3, 1869.

“MY DEAR ADMIRAL :

“I have received your letter of the 1st, and am really at a loss to understand how you, or even historians, can take the views you express in relation to the part in the memorable fight in the Mississippi in 1862.

“I have just re-read my report of May 6th, and your two reports following, and cannot conceive how you could be more prominently mentioned to the Department.

“In the former you are reported as ‘leading the right column in the gun-boat “Cayuga,”’ as having ‘preceded me up to the quarantine station,’ and as having ‘captured the Chalmette regiment,’ and every possibly credit is given you for the manner in which you conducted your line, and preceding us to attack the Chalmette forts.

“As to historians, I can, of course, do nothing. I have read but one account to which you allude (Dr. Boynton's), and that in reference to Mobile Bay, in which several mistakes occur, going to prove that historians are not always correct.

“I do not see how it is possible for me to give you greater credit for your services than is embodied in that report where your name is always prominent ; but if you think that full credit has not been done you, which I confess, I regret to learn, you have, of course, a perfect right to make your appeal to the Department ; for my own part, I always maintain the conviction that whatever errors may be made in the records of historians and others, posterity will always give justice to whom justice is due.

“Very Truly, Yours,

“D. G. FARRAGUT,

Admiral.”

“Rear-Admiral

T. BAILEY, U. S. Navy.

“P. S.—By referring to pages 334 and 335-337, of Draper's history, you will find that he gives you all the credit claimed by your own report, as well as that given you by mine.
D. G. F.”

RESPONSE OF REAR-ADMIRAL BAILEY.

WASHINGTON, D. C., *April 27, 1869.*

"MY DEAR ADMIRAL :

"I have received and carefully read your letter of the 3rd, in reply to mine of the 1st instant, and admit all you say about prominently mentioning my name to the Department. But you remark : 'As to historians, I can do nothing.' This is so ; but the difficulty is, that the historians derived their erroneous account of the battle from your report of the 6th of May, 1862, and from the diagram which you sent to the Department, as the true order of sailing into the battle with the forts. Those who have written on the subject are not to be blamed for using the official reports of the occurrences ; but in seeking for the correction of that report, I hope to prevent similar error and confusion in the future. I do so with the greatest reluctance, as a duty to the officers under my immediate command, and to myself, and I appeal to your sense of justice whether I could do less.

"You state, 'I have just re-read my (your) report of May 6th, and your (my) two reports following, and cannot conceive how you could be more prominently mentioned to the Department.' 'In the former you are reported as leading the right column in the gunboat "Cayuga," and as having preceded me to the quarantine station.'

"How could there have been a 'right' and left column practically, when I led my division to the attack and passage of the forts an hour before you lifted anchors in the 'Hartford,' and your center division ? What I did was done by your orders and inspiration, and to you the world has given the credit of the attack and its success, as fully as it gave to Lord Nelson the credit of the battle of the Nile ; but did it detract from his glory that the report of the battle described *how it was fought*, and the exact position of his own vessel, and those of his subordinates ?

"This matter has been the subject of much discussion among officers then commanding vessels *in my division* ; all say that no vessel of your center division came up abreast of, or lapped their vessels. Practically, the effect of your verbal order was, to divide the fleet into four divisions, viz :

"1st. The mortar fleet, Commander Porter.

"2nd. The first division of the gunboats, under my command, to which was added the two sloops-of-war 'Pensacola' and 'Mississippi,' of which the gunboat 'Cayuga' (with my divisional flag) was the leading vessel.

"3rd. The center division, with your flag on the 'Hartford,' and

"4th. The rear division, bearing the flag of Captain H. H. Bell.

"The first, center, and rear divisions went up to the attack in single file, or line ahead. I went up at the head of my division at 2, A.M., or as soon thereafter as it took the 'Pensacola' (the next vessel astern of the 'Cayuga'), to purchase her anchors—supposed to be about twenty minutes. You followed without lapping the sternmost vessel of my division, and the division of gunboats commanded by Captain Bell followed in the wake of your division. The fact practically was that the first division, the mortar fleet, covered the advance, the second was the vanguard, the third the main body of the fleet, and the fourth the rear, and that the advance being

made up a river and line ahead, the diagram does not give any idea of the action other than to produce confusion and error. How could it be otherwise, when no vessel of the third division lapped any one of the second ?

"I enclose a copy of this (to us) unfortunate diagram, as attached to your report of the battle, which you will notice places the 'Cayuga' (my flag gunboat) third in line of my division, whereas, according to your own statement (of two columns abreast), that gunboat should have been recorded as first in line, leading. I would ask of your friendship and your fairness whether this diagram gives the faintest idea of the action, and whether, if the names of names of the vessels were altered, it would not apply equally well or better to many other battles.

ORDER OF FLEET.

2nd division gunboats, Capt. Bell.

0 Winona,
Lt. Com'g Nichols.
0 Iasca,
Lt. Com'g Caldwell.
0 Pinola,
Lt. Com'g Crosby.
0 Kennebec,
Lt. Com'g Russell.
0 Iroquois,
Commander DeCamp.
0 Sciota,
Lt. Com'g Donaldson.
+ +

1st division of ships.

0 Richmond,
Commander Alden.
0 Brooklyn,
Captain Craven.
0 Hartford,
Com'der Wainwright.
+ +

1st division gunboats, Captain Bailey.

0 Wissahickon,
Lt. Com'g A. Smith.
0 Kineo,
Lt. Com'g Ransom.
0 Katahdin,
Lt. Com'g Preble.
0 Varuna,
Commander Boggs.
0 Oneida,
Commander Lee.
0 Cayuga,
Lt. Com'g Harrison.
+ +

2nd division of ships.

0 Mississippi,
Commander M. Smith.
0 Pensacola,
Captain Morris.
+ +

"As an evidence how far the 'Cayuga' was ahead of the rest of the fleet the first news received at the North is announced in the New York *Times* of Sunday, April 27, 1862, thus : 'An important report from the rebels.—One of our gunboats above Fort Jackson, and San Philip. Washington, Saturday, April 26th. The Richmond *Examiner* of the 25th announces that one of our gunboats passed Fort Jackson, and San Philip, sixty miles below New Orleans, on the 24th. The report was telegraphed to Norfolk, and

brought to Fortress Monroe, under a flag of truce, and received from there to-day by the Navy Department.'

"The next rebel telegram announced the arrival of the fleet before the city. The 'Cayuga' in the interval had captured the Chalmette regiment, five miles above the forts, and cut the telegraphic communication, so that the fleet were not again reported until they arrived opposite the city.

"Now, my dear admiral, you have entirely misconceived the object of my addressing you. It is not to complain that you have not mentioned me prominently in your dispatch, but it is because in your report of the battle, dated May 6th, and the accompanying diagram, you do not give the circumstances of the fight as they occurred, but those which would apply to your former plan which was abandoned. From that report the reader would infer that the fleet went to the attack of the forts in two columns abreast, when it was done in single column (line ahead)—that the 'Hartford' was the leading vessel, when in reality it was ninth in line astern of the 'Cayuga,' in a single line or line ahead, and there was no left or right of line, but single file.

"That you should for a moment leave so erroneous a report or record uncorrected, is a matter of surprise to your officers, and that you should not have made the correction as soon as your attention was called to it is still more embarrassing to us.

"They know that under your orders, I led the vanguard of your fleet, not as represented on the diagram you have filed, but in an entirely different order, and received forty-two certificates in the way of rebel shots striking my vessel, in corroboration of what is known to every one of our gallant companions in that engagement.

"I have delayed my reply, both because I have been occupied, and since have heard you were ill, which I deeply regretted, and because I wished to be certain that I said nothing in haste that would be annoying to you, or improper in me to say, and I hope you will now see the matter as I and others do, and make the correction so necessary to justice in your report dated May 6, 1862, and substitute a diagram of the actual positions your vessels and officers occupied in the line of attack, in place of those now on the files of the Navy Department.

"I have the honor to be,

"Respectfully,

Your Obedient Servant,

"THEODORUS BAILEY,
Rear-Admiral.

"Admiral

D. G. FARRAGUT, U. S. Navy."

CORRECTION BY ADMIRAL FARRAGUT.

NEW YORK, *May 19, 1862.*

"MY DEAR ADMIRAL :

"I have received your two letters, the first one of which was not given to me until to-day, as my physician has advised a total suspension of business until I should become fully convalescent, which I am happy to say, is now the case. It affords me pleasure to make the correction you desire, in the diagram of the Mississippi battle, as I now fully comprehend what

you wish in this matter. In fact, I cannot understand how this sketch of the first proposed order of battle—wherein you are placed *third* instead of at the head of the column—should have been attached to the report in lieu of the one which was afterward adopted.

“By referring to this report, you will observe that the diagram accompanies a general order, issued four days before the action, as a preparatory plan of attack, which was subsequently changed. But, still, I cannot understand why, even in this sketch, you should not have been placed at the head of the starboard column.

“This diagram, as you are aware, was the original plan, to be changed, as a matter of course, as circumstances might justify, and the vessels were placed according to the rank of the officers respectively commanding them; but should not have been made part of the report of the final action, as, on reflection, I decided that when the chains were parted the plan of ‘line ahead’ should be adopted, as the best calculated for the preservation of the vessels and for avoiding all chances of fouling. Therefore, when the time arrived, and the signal given, the order of sailing was changed to line of battle, the verbal instructions to which you allude carried out, and you led at the head of your division, and it has always afforded me the greatest pleasure to say that you performed your duties most fearlessly and gallantly.

“For this reason I was, at the outset, a little surprised that you should have apparently complained of my report, but my examination of the printed diagram has fully satisfied me of the justice of your appeal.

“I shall, therefore, forward to the Department a correct sketch of the final attack as we passed up the river. I am very truly,

“Your Friend and Obedient Servant,

“D. G. FARRAGUT,
Admiral U. S. N.”

“Rear-Admiral
T. BAILEY, Washington.”

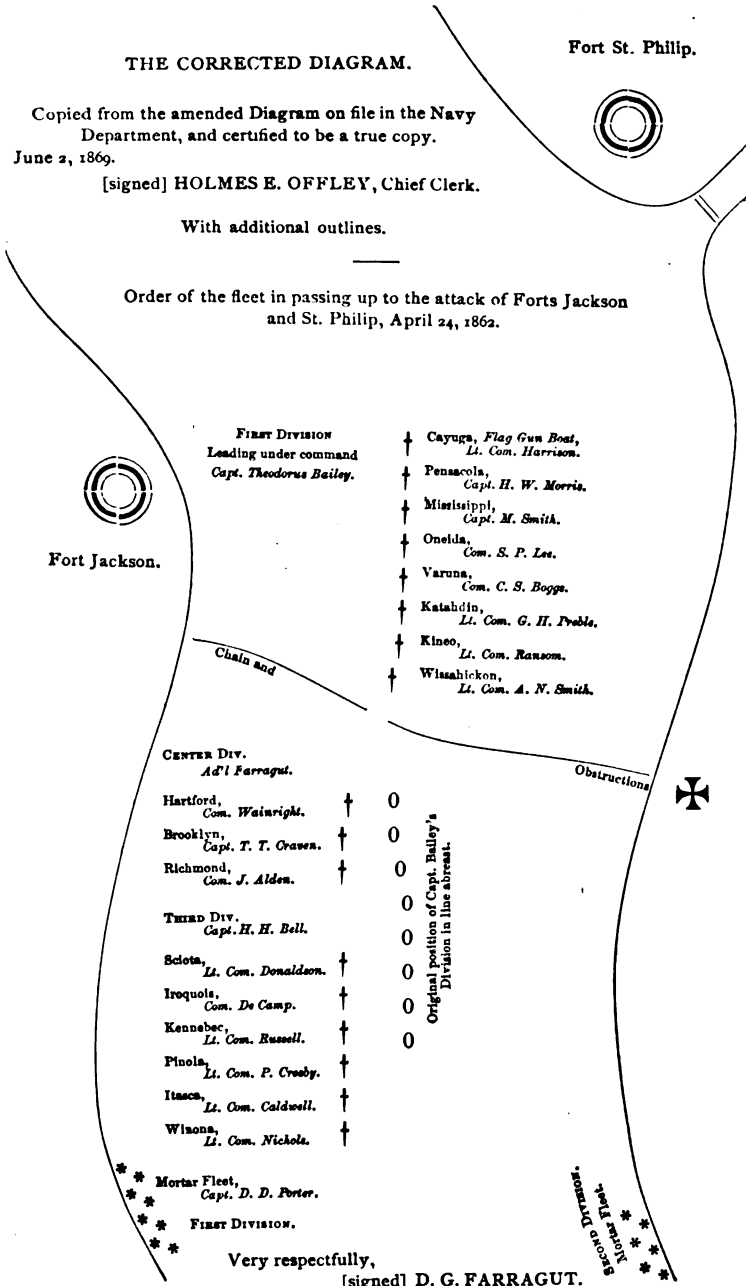
THE CORRECTED DIAGRAM.

Copied from the amended Diagram on file in the Navy Department, and certified to be a true copy.
June 2, 1869.

[signed] HOLMES E. OFFLEY, Chief Clerk.

With additional outlines.

Order of the fleet in passing up to the attack of Forts Jackson and St. Philip, April 24, 1862.



LETTERS TO THE SECRETARY OF THE NAVY.

“NEW YORK, *May 24, 1869.*

“SIR: My attention having been called by Rear-Admiral Bailey to an incorrect sketch which accompanied my report of May 6, 1862, upon the passage of Forts Jackson and St. Philip, I have the honor to forward herewith, a corrected diagram, showing the position of the vessels at the time they passed through the obstructions after the chains had been separated. This will demonstrate that Rear-Admiral (then Captain) Bailey led the fleet in the ‘Cayuga,’ up to the attack on the forts, as had been previously ordered, he taking St. Philip with his division, while I reserved Jackson for the remainder of the squadron under my command.

“The skeleton lines show how the vessels moved up from their original position of two lines into the line ahead.

“This correction has not been made before, because I was not aware of the existence of the mistake—the diagram being evidently a clerical error—and in opposition to the text, in which I distinctly state that Rear-Admiral Bailey not only led, but performed his duty with great gallantry, to which I called the attention of the Department.

“Very Respectfully,

Your Obedient Servant,

“HON. A. E. BORIE,

Secretary of the Navy, Washington.”

“D. G. FARRAGUT,

Admiral U. S. N.

“HON. A. E. BORIE,

Secretary of the Navy,

“WASHINGTON, D. C., *May 25, 1869.*

“SIR:

“I have the honor to enclose herewith, original and certified copies of a correspondence which I have had with Admiral D. G. Farragut, relating to the battle below New Orleans, and to request that the letters marked from A to E, be placed on the files of the Navy Department, as furnishing a correction of that officer's report, with an accompanying diagram heretofore made to the Department.

“The object of my addressing Admiral Farragut is now gained by the admission on his part, of the correctness of my statements, that the fleet under his command, went up the Mississippi River to attack and pass Forts Jackson, and St. Philip, in order of battle, ‘line ahead,’ or single file; that I led the fleet into the battle at the head of, and in command of the vanguard division; and that the ‘Hartford,’ flag-ship, with Admiral Farragut on board, followed my division, he being thus ninth in line, and at the head of the rest of the fleet in the order represented by the list of vessels which I hereto annex. After this frank admission by my distinguished commander, I have only the regret remaining, that the error into which he was led, was not discovered and corrected at an earlier date, thereby possibly affecting my position in the service.

“I have the honor to be,

“Respectfully,

Your Obedient Servant,

“THEODORUS BAILEY,

Rear-Admiral, U. S. Navy.”

There were other gallant acts of considerable historical interest, that should be written of this battle. Captain (now Rear-Admiral) Mel'n Smith, should have been complimented for volunteering to ram the "Manassas" with the "Mississippi," before he was ordered to do so by Admiral Farragut. But it was impossible for the admiral, in the din of battle, to know personally everything that occurred in his command, or to remember all he then heard; and we may be assured that none of these mistakes or omissions of facts were known or intended by him. Our noble Farragut was so just and generous that he never exacted all the credit that was due to himself, especially if it would detract from, or reflect unfavorably on the merits of others. This was the case at the battle of New Orleans, where his flag ship was the center of attraction for the enemy's attacking batteries, rams, boarding-steamers, and fire-rafts. While thus exposed in the greatest peril, the "Hartford" poured an incessant fire upon the enemy from all her guns, receiving theirs in return, and diverting it materially from the remainder of our fleet. While aground and on fire, a very large steamer, with an army of men, ran alongside and tried to board her, and with swords, spears, and pistols in hand, to overpower her crew; but the well-directed fire of the quarter-deck battery of the "Hartford," under command of Colonel Broom, with his marines, soon blew her up with all on board. The admiral then, with the second division of his fleet, destroyed that of the enemy, and almost silenced the guns of the fort; very gallantly supported by his captains and the fleet. He acknowledged the good counsel and meritorious conduct of all his officers and men in the most commendable terms.

In this battle the "Varuna" was the only vessel of the United States which was destroyed by the enemy, and this may be attributed in some measure, to a defect in her engine, which had at this time but one "cut-off;" but rather than lose the chance, Captain Boggs determined to go into the battle with but one. And when she passed the enemy's forts, and encountered at close quarters the enemy's gunboats, a heavy press of steam was raised to carry the "Varuna" through in her proper station; and in the darkness and confusion she ran ahead of it. But after several of the Confederate gunboats were vanquished, destroyed, or run on shore by the "Varuna," "Cayuga," "Pensacola," and "Onيدا," the "Varuna" being in advance, pursued another which was running ahead of her; but she was unable to overtake her, and gave up the chase. Captain Boggs then perceiving that another

large side-wheel steamer (the "Morgan" or ram "Stonewall Jackson") was in close pursuit of him, full of men prepared to ram and board the "Varuna," immediately turned his broadside and bow guns to bear, and raked her fore and aft; but not in time to avoid being rammed, which cut her down below the water line amidships, on the port side. But while she was sinking, she kept her guns playing into the enemy vigorously, until they were nearly in the water; and with the aid of the "Pensacola," "Cayuga," and "Oneida," she disabled her antagonist, which ran on shore, where both vessels sank; the "Varuna" with her flags still waving.

OUR GALLANT MARINE CORPS.

It is gratifying to recount briefly, at least, the admirable services and noble bearing which our marines have always maintained, wherever or in whatever circumstances they have been placed. As a very important branch of our Navy, it is not only a conservator of discipline, but an efficient force in battle, especially in a land attack. In the reports of all the battles in which they were engaged, their commanding officers have commended them in the highest terms, and while serving on board of Farragut's fleet, fighting their way from the mouth of the Mississippi river up to Vicksburg, the quarter-deck batteries of the flag steamer were fought by them under command of Colonel Broom. This officer, with his marine guard, was ordered by Admiral Farragut, on his arrival at the quarantine below New Orleans, to land and hoist our flag over the quarantine buildings; which order was bravely executed, and Broom took possession of all the enemy's works, and captured the Confederate troops which were there. On the 26th of April, a battalion of about two hundred and fifty marines under Colonel Broom and Captain Alan Ramsay, were joined by Midshipman Hazelton, with two howitzers, manned by sailors from the "Hartford," all under the command of the gallant Captain Henry H. Bell, U. S. Navy. They formed and marched through the streets of New Orleans, threatened by the exasperated populace, until they reached the U. S. custom house, mint, and city hall, took formal possession, hauled down the Confederate flag, and hoisted the United States flag in its place over those buildings, and held possession of them until General Butler arrived with our Army on the evening of the 1st of May, having occupied these public buildings three or four days. The thrilling scene at the landing of these brave men is admirably described by J. T. Headley, one of our most gifted

writers, in these few words: "Bell landed on the levee with two officers and a handful of marines, and took his course for the custom-house. The mob opened as he advanced, but closed up behind him, cursing, and swearing that the moment a head appeared above the roof of the custom-house, a bullet would pierce it, &c. ; but after stationing his marines in front of the building, he finally appeared there, and with no theatrical display, not even deigning a glance to the excited multitude below, but calmly and slowly he with his own hands lowered the rebel flag in sight of all, and hoisted the stars and stripes in its place."

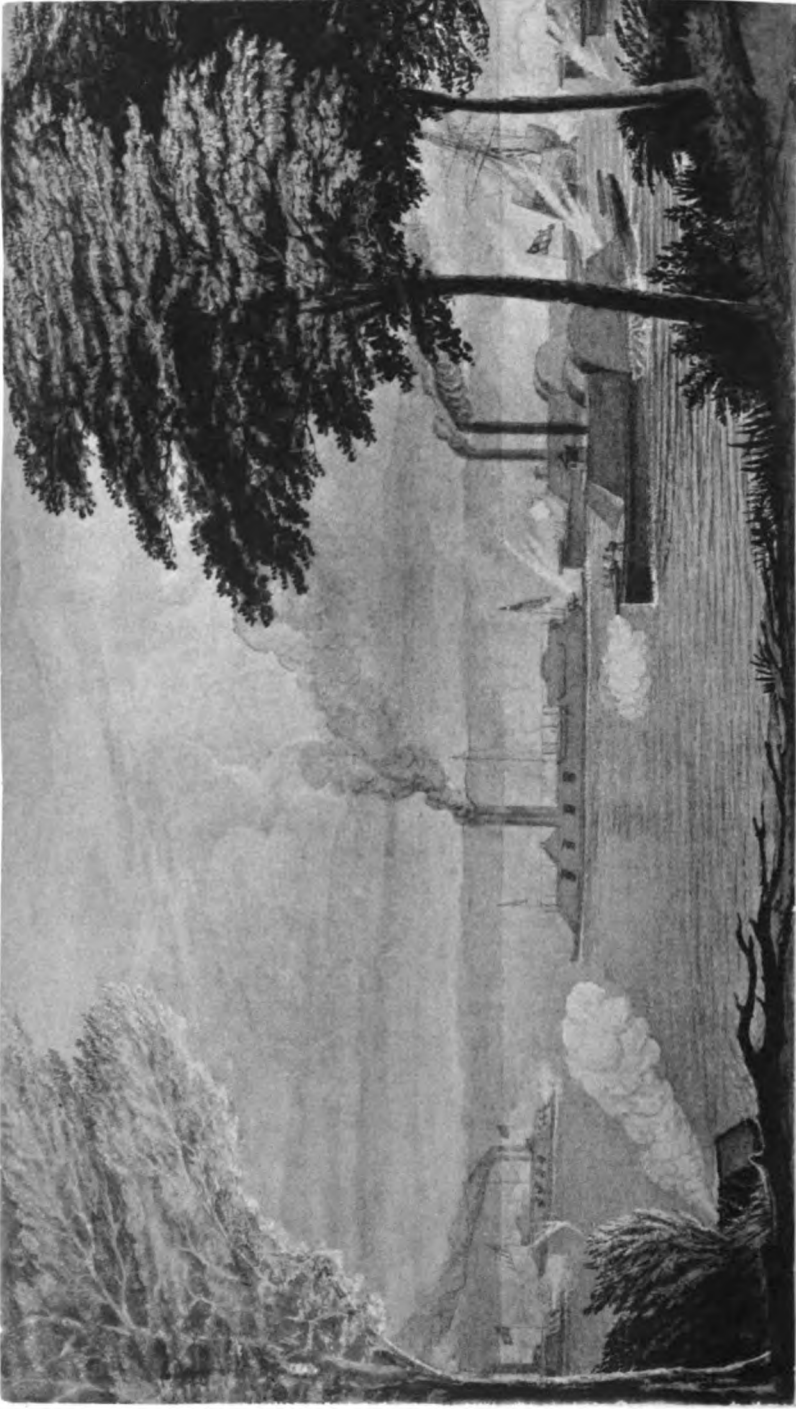
The frequent omissions of the meritorious services of our marine corps, in our history and in our official reports, though unintentional, is injurious to the harmony and efficiency of the naval service. As the life-guards of the Navy, the marine corps should always be as promptly credited with the merit of its good services, as any other branch of the Navy.

In addition to the above-mentioned admirable conduct of the marines, they should also be credited for their gallant attack on Donelsonville, above New Orleans. Farragut sent Colonel Broom, with his command, from the "Hartford," on shore at Donelsonville to chastise the Confederates, who were in the habit of firing upon our unarmed vessels, while they themselves were enjoying the immunities of subjugation. Here the marines again, in their soldier-like manner, landed in the face of an obstinate enemy, of unknown strength, and drove him away and destroyed his works.

We regret that we cannot give a full estimate of the merits due to our marine corps in these narratives, but the following paragraph from the *Army and Navy Journal*, is applicable to our marine corps, as well as to that of other nations.

"The London *Naval and Military Gazette* has a good word for the marines. The small credit, it says, which they receive must, we fear, be assigned to the fact which constitutes their vast utility and worth. Their history as sea-soldiers is a record of their indispensableness to our fleet, and of their great capacity for land service. These qualifications, united as they are with a glittering role of triumphs by 'flood and field,' invest them with a peculiar and special title to consideration which no other corps can surpass; but they have likewise placed them under a power which is, unfortunately, not favorable to a due recognition of their merits. Under the ostensible protection of the admiralty, their interests are so subordinated to those of the fleet, that they have no status worthy of the name, and are far more frequently snubbed than flattered; sharing with the Army its dangers and its glories, but yet not of it, they have no part nor lot in the distribution of its honors,

and thus it happens that a corps which is often in the front rank, and seldom in the rear of peril, tastes little of the sweets that are the guerdon of toil. There is not a chapter of modern English history, with its red catalogue of battles and sieges and 'hairbreadth 'scapes i' the imminent deadly breach,' in which the Royal Marines are not represented as taking an active and leading part; yet, abandoned by the War Office, and neglected by the admiralty, rewards have either been withheld from them, or too tardily bestowed. As an apt illustration of this fact, it will be sufficient to allude to the prominent part played by the Marines in the Ashantee campaign, the rewards for which were bestowed with a niggard hand, and after a delay which utterly marred their grace. It is a high testimony to the sterling character of British pluck, that with small incentives to effort beyond the stern commanding dictates of duty and patriotism, the Royal Marines have ever been as resolute, daring, and efficient as any of their brethren in arms."



Mound City.

Carondelet.
Mortar.

Cincinnati.

VanDorn.
Gen. Price.

Bragg.
Sumner.
Little Rebel.

Battle of Fort Pillow, First position.

CHAPTER XII.

NAVAL OPERATIONS ABOVE FORT PILLOW.

Preparations to Attack Fort Pillow.—Flag-Officer Foote incapacitated.—The first Fleet Fight of the War.—Serious Inaccuracies in the Official Reports.—The Gunboats not Correctly Placed.—Recapitulation of the Actual Facts.—General Remarks.

THE interval between the 12th of April (when the letter of thanks to the "Carondelet" and "Pittsburg," received and read on the 22nd of April), was actively improved by our naval forces in the making of reconnoissances, the placing and firing of mortars, replenishing exhausted stores and ammunition, and generally preparing for a fleet action.

Upon the arrival of the flotilla at Fort Pillow on April 13th, Flag-Officer Foote, with the "Benton," "Mound City," "Carondelet," and "Cincinnati," made a thorough reconnoissance of all the enemy's works, approaching to within easy range of his guns, —so near, indeed, that they opened fire upon us. The flag-officer then returned to the rest of his fleet, which had been left a few miles in the rear, at Plumb Point. General Pope was at this time landing his army at the opposite shore, near Osceola.

A day or two afterwards (either on the 14th or 15th, in the evening), Flag-Officer Foote sent his aide (or flag-captain technically speaking), Lieutenant-Commander Phelps, to inquire of Captain Walke if he was ready with the "Carondelet" to pass the batteries at Fort Pillow, as he had done those at Island No. 10. Foote contemplated, as it was then understood, sending two or three gunboats, at least, with Captain Walke, below that fort, to co-operate with Pope's army, which was to attack the enemy in the rear, after the same plan that had been followed so successfully below Island No. 10. Captain Walke's verbal answer, returned by Lieutenant-Commander Phelps, was that the "Carondelet," with all her officers and crew, were in perfect readiness to perform that service.

The intentions of the flag-officer are fully set forth in his reports

to the secretary of the navy, dated April 14th, 17th, 23rd, and 27th. On the 17th, he reported that Commodore Hollins had just left Fort Pillow to bring up the heavy gunboat "Louisiana," then supposed to be ready at New Orleans, but she was disposed of the 24th.

Our army, however, was very soon ordered to Corinth, and this prevented the execution of the plan of operations concerted by General Pope and Flag-officer Foote.

Our fleet was thus left to blockade the Mississippi river at Fort Pillow, unaided by an army, and (as we are informed by the official reports) the Confederates at the same time were fitting up a powerful fleet under Commodore Hollins (as reported by the flag-officer), of heavy iron-clads and rams, ten of which were reported at Fort Pillow; and ten *en route* to Memphis, intent on making an attack on our fleet. Reports were daily received from deserters of these threats, and the flag-officer, though suffering very much from his wound, as late as the 29th had repeatedly expressed a desire to send a few gunboats below the batteries at Fort Pillow, even without an army to support him in a general attack; and he so informed the secretary of the navy in a private letter on the 29th, that he "seriously thought of running the blockade, and attacking the rebel gunboats and rams," and he says: "I had thought of this matter at No. 10," &c. So that our disabled commodore became fully convinced that running the blockade was a very admirable mode of attacking the enemy on the Mississippi, having changed his opinion entirely upon that subject, after the surrender of Island No. 10.

The flag-officer reported to the secretary of the navy on the 23rd of April, 1862, that "the rebels were strongly fortified on land, and had eleven gunboats lying near, or rather below their fortifications"; "that thirteen gunboats were there, seven of which, however, were mere river steamers, with boilers and machinery sunk into the holds, and otherwise protected; but they carry from four to six or eight guns of heavy caliber, some of which were rifled. The other boats were iron-plated, or filled with cotton. The large steamer, of sixteen or twenty guns, being plated, and named the 'Louisiana,' has not arrived; but it is daily expected from New Orleans."

Up to this date our mortars were daily bombarding the enemy's works at Fort Pillow, which returned the compliment with uncomfortable precision for our gunboats, which were guarding our mortars.



Lovel, Besard, J. Thom's, Brag Sumner, Little Bel, Van Dorn, Mound City, Benton, St. Louis Cairo, Cairo, Pittsburg.
 Carondelet, Cincinnati

Battle of Fort Pillow, 23 position.

FLAG-OFFICER FOOTE INCAPACITATED.

That flag-officer was still suffering from his badly-sprained ankle, the discomfort of which had been aggravated by the miserable treatment of a horse doctor from Cincinnati, in whose skill the patient unfortunately confided, contrary to the advice of his most estimable surgeons, Hiram Beauchamp and John Ludlow. A few days afterwards the flag-officer ordered a medical survey, which resulted in his being relieved by Rear-Admiral Charles H. Davis. Immediately after the board of surgeons adjourned, Dr. McNeilly gave us the following, as the report of the above-mentioned survey, made under the dictation and approval of Flag-Officer Foote :

“ U. S. Steamer ‘ BENTON,’

“ April 15th, 1862.

“ In obedience to your order, we have made a careful examination of the condition of your foot, which was wounded during the attack on Fort Donelson, and we find that its condition is such, arising from inflammation, enduring already considerable febrile action, which seriously threatens an increase : which if neglected, as it must be more or less with your necessary exertions in the discharge of your duties here, would probably soon totally unfit you for the performance of your important duties as flag-officer, and we would therefore respectfully suggest that for the future interest of the flotilla, you be permitted to return home to recover your health.”

Signed by Doctors LUDLOW, MCNEILLY and BEAUCHAMP, of the flotilla.

The events preceding the battle of Fort Pillow are found in a few extracts from the letters of Admiral Foote, recently published in his biography.

“ Flag Steamer ‘ BENTON,’

“ Off Fort Pillow, April 14th, 1862.

“ To Hon. GIDEON WELLES,

“ Secretary of the Navy :

“ This place has a long line of fortifications, with guns of heavy caliber ; their number and the number of their men I have not yet been able to ascertain.

“ 3 P. M. General Pope has returned from the transports, and he informs me that he is unable to reach the rear of the rebels from this point of the river above, and proposes to cut a canal on the Arkansas side, which will enable us to get three or four gunboats below, and thus enable him to cross the river below the upper forts, and thus cut off the batteries. We shall have three iron-clads above, and four below, which, I presume, will be all that will be required in case the six gunboats of the rebels make

an attack upon either division, as three of our gunboats ought successfully to cope with six of theirs.

"The mortars are now firing, and have driven the rebel gunboats out of range down the river. The effects of my wound have quite a dispiriting effect upon me."

Another letter, of April 29th, says :

"I am happy to learn that Captain Davis is coming out, as I am really unable to cope, in my ill-health, with the duties of flag-officer."

It is claimed that Fort Pillow was actually captured while Foote was still in command of our Western flotilla, although he left the fleet in Davis' hands as early as the 9th of May. The following letter to Captain Davis, U. S. N., should prevent any further misunderstanding on that point.

"Flag Ship 'BENTON,'

"OFF FORT PILLOW, May 9th, 1863.

"SIR :

"In consequence of the state of my health, the secretary of the navy has directed you to report to me for the purpose of performing such duties as the circumstances of the flotilla require.

"By the authority of the secretary of the navy, and the advice of a board of surgeons, I leave the flotilla this day temporarily, for the purpose of recruiting my health at Cleveland, Ohio; and you will be pleased, during my absence, to perform all the duties of flag-officer; and as such, and being hereby invested with flag-officer's authority, all officers and others attached to and connected with this flotilla, will obey your orders, and act under your instructions.

"I am, respectfully, your obedient servant,

(Signed)

"A. H. FOOTE,

"Commodore CHARLES H. DAVIS, U. S. N.,

Flag-Officer.

"*Commanding pro tem,*

"*U. S. Naval Forces, Western Waters.*"

Flag-Officer Foote was richly entitled to the highest honors for his great success as commander of our western flotilla. And it is satisfactory to observe that great praise was duly given him for the very able and efficient manner in which he performed all the difficult duties pertaining to his very extensive and important command.

Foote's distinguished successors were selected from among the best officers in the Navy. We regret, however, that in these comparatively brief sketches, it is impossible to give a fair and just estimate of their comparative merits.

Flag-Officer Foote's letter to the secretary of the navy, dated

April 28th, 1862, states that "a report came to him last evening, that the steam-ram 'Louisiana,' of sixteen guns, had arrived at Memphis; and that in ten days she would be up here, and clear the river to a certainty." On the 29th, he wrote again that he had received another report, "that thirteen rebel gunboats below were to attack us at three o'clock that morning; six or seven of which were rams." "We were on our arms all night, ready for a hard fight, but the rebels did not make their appearance."

THE NAVAL PITCHED BATTLE AT FORT PILLOW.

This was one of the first naval engagements of the war, and the first fleet fight with the enemy.

We had been fully warned by refugees of the intention and preparation of the enemy, to attack us with their rams, and orders were given by Flag-Officer Foote to the commanders of gunboats, nearly a week before he relinquished command, to keep up steam and preparations in every particular by all our fleet; to be ready for battle at any moment, day or night. This most important order, however, was not strictly and properly obeyed by several of our gunboats, and the flag steamer "Benton" was one of them. Great efforts were afterwards made to forestall public opinion on this point, by representing her as the most prompt, active, and efficient gunboat of the squadron, in the reports of this battle by the newspaper and other correspondence of the "Benton," immediately after the action, some of which have been recently published.

No special instructions were given relating to the general order of battle in which the enemy was to be met, or the plan of attack. It appeared to be an oversight that these points were not satisfactorily understood, by general orders; unless it might have been impossible to anticipate the enemy's mode of attack, and so, to avoid confusion, the experience and discretion of the commanders was necessarily relied upon.

On the 10th of May, 1862, our fleet, consisting of seven partially iron-clad gunboats, was divided in two divisions. The flag steamer, in the first division, with three gunboats, was moored on the Tennessee shore, and the second division of four gunboats, on the Arkansas shore, with bows down stream. This was the position of the fleet when Flag-Officer Davis (one of the best officers of our Navy in all respects), took command. The vessels were, however, so similar in appearance, that it was very difficult, if possible, for him to designate them. Hence the defects of his

report of this action, in respect of a just discrimination in favor of those who were most deserving.

The following is a brief recapitulation of the facts from an abstract log-book of the "Carondelet," which is a minute and correct detail of the daily occurrences on board a man-of-war.

"On the 8th of May, two days previous to the battle of Fort Pillow, at 4.15, A. M., observed rebel gunboats' smoke below the bend, about six miles distant; beat to quarters and got ready for action. Three rebel gunboats came in sight. One of these steamed up to the place where our mortars were in the habit of firing, during the day, evidently with the intention of capturing them. Our flotilla on the Arkansas shore opened fire on one of the boats that was advancing up the river, but all their shots fell short about half the distance. The flag-officer made signal to flotilla 222, 'cease firing.' He then hailed the 'Carondelet,' and ordered her not to fire, and to pass the order to the 'Pittsburg' above her. The 'Benton' then fired one shot, which fell short a long way. The enemy, not finding the supposed object of their search (the mortar-boat), returned to Fort Pillow, after which (about 6 o'clock), two mortar-boats dropped down the river near Craighead Point, and opened a brisk fire on the enemy's works, which was continued until late that evening without obtaining any reply.

"On this occasion the enemy's gunboats did not come within gunshot of us. We were ready for them, and our men were 'on watch and watch' for several previous days and nights on board the 'Carondelet,' with steam up, ready for action, in anticipation of an attack by the enemy's ram fleet, then at Fort Pillow. Flag-Officer Foote had given orders that the flotilla should be ready for battle at any moment, day or night, and the enemy was fully expected when he made his appearance.

"On the afternoon of the 9th a small steamer came up the river from Fort Pillow with a flag of truce. One of our tugs was immediately despatched, from the flag-steamer 'Benton,' to meet her, and after a short conference, she returned with two Union surgeons, who had been made prisoners by the enemy at the battle of Belmont. By this *ruse de guerre*, or timely movement, the enemy obtained a perfect knowledge of the position of our fleet and mortar-boats. On the morning of the 10th the weather was pleasant but hazy. The river, being very high, overflowed its banks for many miles through the forest to the highlands. Our fleet had not changed its position, but had remained in nearly the

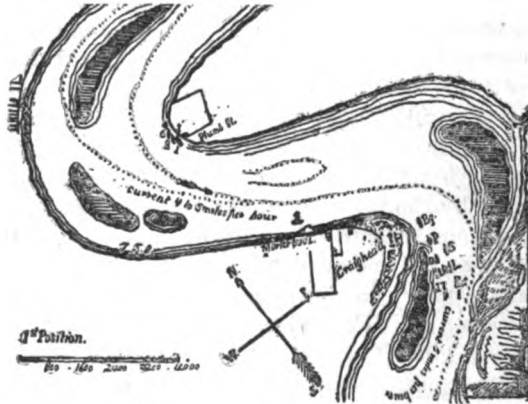
following order for several days. The flag steamer 'Benton,' Flag-Officer C. H. Davis, commander-in-chief, and Lieutenant-Commander S. L. Phelps; the 'Carondelet,' Commander Walke; and the 'Pittsburg,' Lieutenant-Commander Egbert Thompson, moored to the Tennessee shore at Plumb Point, heading south, down stream. The 'Mound City,' Commander A. Kilty, the 'Cincinnati,' Lieutenant-Commander R. N. Stembel; the 'St. Louis,' Lieutenant-Commander Henry Erben, and the 'Cairo,' Lieutenant-Commander W. C. Bryant, moored in like manner to the Arkansas shore opposite Plumb Point, six miles above Fort Pillow. The night had been calm, quiet and foggy. Steam was up; lines singled and ready for slipping; on board the 'Carondelet,' the crew lying on their arms; sentinels and watchmen on the lookout for the first glimpse of the enemy. At 4, A. M., on that morning (the 10th) a mortar-boat was towed down the river, as usual, to Craighead Point, near Fort Pillow, accompanied, on that morning, by the 'Cincinnati' as her guard boat, in case the enemy should make a sudden attack upon her. The mortar opened fire upon the enemy at 5 o'clock."

At 6, A. M., a heavy volume of smoke was observed moving rapidly up the river from Fort Pillow. Before the call or drum was heard on board the 'Carondelet,' the crew caught the alarm, sprang to the guns, and cleared ship for action; and the gun-tackles, swords, pistols, boarding-pikes, rifles, gun-carriages, rammers and sponges, shot and shell, crowbars and handspikes, were all ready for battle in three or four minutes.

The Confederate ram fleet, composed of nine vessels, came in sight at 6.30, A. M., when the flag steamer "Benton" made general signal to "get under way," but the morning was so calm and hazy that the signal was not visible, and verbal orders were passed by Mr. Birch, her first pilot, to the "Carondelet" and "Pittsburg" through the trumpet. The "Carondelet" instantly obeyed the order, slipped her hawser and was off for the enemy immediately. While passing the "Benton," Admiral Davis ordered the "Carondelet" "to go ahead," and not wait for the "Benton." This order of the flag-officer was issued and passed by the urgent suggestion of Richard Birch, first pilot of the "Benton," who, as soon as he saw the enemy's fleet coming, ran below and called up all the officers, and directed the flag-officer's attention, particularly, to the dangerous position of the "Cincinnati," an act for which he deserves great credit, as time was precious, and the "Benton" was then unable to proceed. Captain Walke immediately gave

orders to "go ahead" with all speed, to the rescue of the "Cincinnati," which vessel was then about four miles down the river, near Craighead Point, heaving up her anchor. The enemy's fleet of eight or nine iron-clad rams, strong and swift, came in sight, steaming up with all speed, and evincing a desperate determination to rout our fleet or sink in the attempt.

At about 6.30 A.M., they came racing round the point led by the large rakish and formidable ram, "General Bragg." When all were in sight, and that ram far ahead, she rammed the "Cin-



In these approximate diagrams of the battle near Fort Pillow, the numbers designate the names of the United States gunboats, and the Confederate gunboats by their initials, as follows:—

United States Gunboats.
 No. 1, Benton,
 Flag steamer.
 2, Mound City.
 3, Carondelet.
 4, Cincinnati.
 5, St. Louis.
 6, Pittsburg.
 7, Cairo.

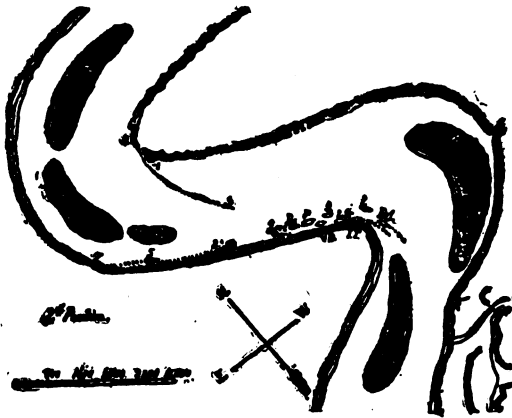
Confederate Gunboats.
 L. R., Little Rebel,
 Flag steamer.
 Bg., Gen. Bragg.
 Bd., Gen. Beauregard.
 P., Gen. Price.
 S., Gen. Sumpter.
 L., Gen. Lovell.
 J. T., Gen. Jeff. Thompson.
 V. D., Gen. Van Dorn.

cincinnati," cutting an immense hole in her starboard side, and into her shell-room, the consorts of the "Bragg" also ramming the "Cincinnati" slightly, by which time the "Mound City" and "Carondelet" arrived and drove them off.

The gunboats that were stationed on the other side of the river, did not see the enemy's fleet, nor the general signal to get under way as soon as the boats at Plumb Point. But Captain Kilty, of the "Mound City," did not wait for the signal, as it could

not be seen at that distance in a calm; and started about the time the "Carondelet" was passing the "Benton," and the other gunboats (with the exception of the "Mound City") did not get under way until after the "Benton" with the flag-officer had started. As to this fact, Captain Kilty, Richard Birch, pilot, and other officers of the "Benton," and the writer of this narrative are living witnesses.

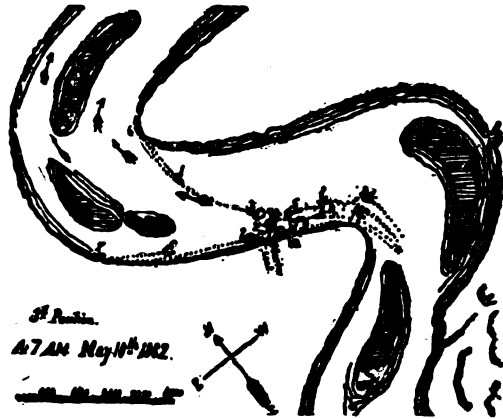
The "Carondelet," being the leading vessel on the east side of the river, ran with all speed in advance of them to meet the enemy, and to save the "Cincinnati." When the "Carondelet" and "Mound City" were about one-half or three-quarters of a mile



distant from the "Cincinnati," the "General Bragg" rammed the "Cincinnati" by striking her on the starboard quarter, as the latter apparently turned her head to the northward. After the collision, they turned around, and parted in opposite directions; the "Bragg" heading down the river, and the "Cincinnati" up. The "Carondelet" being in pursuit of the "Bragg," renewed her firing at that vessel (which was suspended during the collision), and crippled her machinery so effectually, that she drifted out of battle down the river, disabled. By that time four more of the rams, with the "General Van Dorn," "General Price," and the "General Sumpter," advanced rapidly to ram the "Cincinnati." The "Carondelet's" guns were turned against them as well as upon the retreating "Bragg." The "General Price" and "General Sumpter" came up, and ran into the stern of the "Cincinnati," which was then retreating, and in a sinking condition.

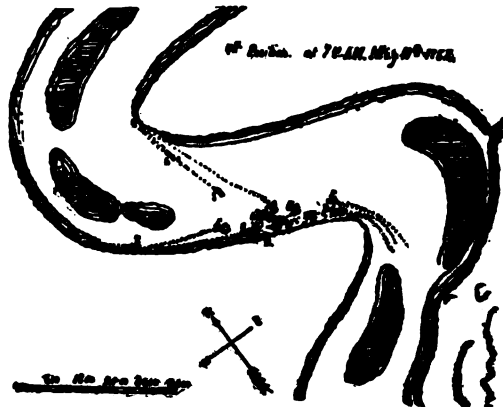
AN EFFECTIVE SHOT.

The "Carondelet" continued firing upon them all, and one of her Dahlgren rifled shells passed through the second or third boat (the "Sumpter" or "Price"), cutting her steam-pipe, which drove



the crew from her casemates, as they were filled with steam. This was seen by the captain, who stood over the gun, when it was pointed, leveled, and fired by his order.

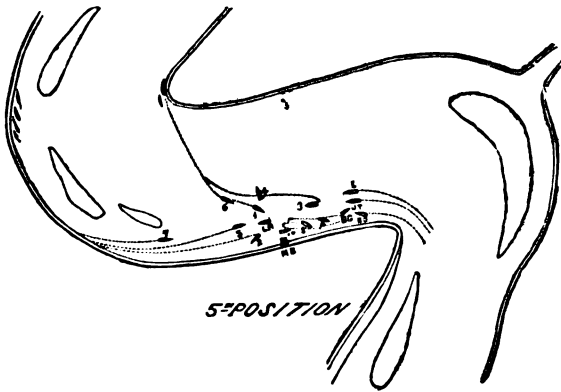
The "Benton," cut loose and drifting, following the "Carondelet"



let" at a distance of about a mile astern, came down to her aid, after the first division of the enemy's fleet had been checked and defeated by the "Cincinnati," "Carondelet," and "Mound

City," and the "Carondelet" was, almost alone, engaged with the enemy's second and third division, after her consorts were rammed, disabled, and finally compelled to run ashore. The "Mound City" and "St. Louis," under Captains Kilty and Erben, of our second division, when coming down, the former met the ram "Van Dorn," which had passed above the "Cincinnati" and "Carondelet." The "Mound City" fired her bow guns into her, but the "Van Dorn" succeeded in ramming her badly on the starboard bow, and they both retraced their course immediately. The "Mound City" (in a sinking condition) up, and the "Van Dorn" down the river.

The "St. Louis" returned with the "Mound City," after we had routed the enemy's fleet. In the mean time, the remaining



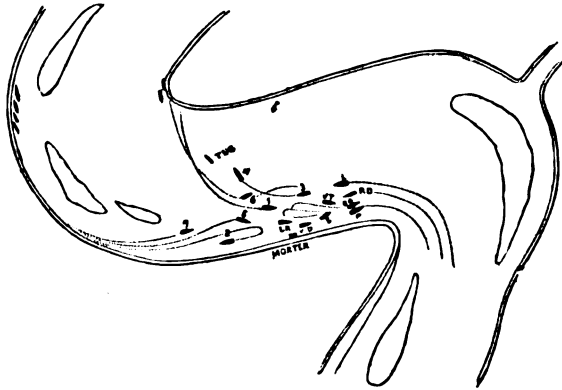
Confederate rams, "General Jeff. Thompson," "General Lovell," and "General Beauregard," came up and attacked the "Carondelet."

That vessel was between the fire of the two fleets, while rounding to, to make room for the rest of the fleet, and in order to take her proper station on the left; this brought her out nearer to the shoal, in the middle of the river (referred to, we presume, in the report of the Confederate commodore); and while thus engaged, she received a discharge or two of grape shot, that swept across her decks, from the "Pittsburg," which had just arrived, *too late to fire into the enemy*, and then she returned to assist the "Cincinnati" to run on shore.

The smoke of battle was so dense at intervals, that neither the movements of the enemy or our own vessels could be clearly dis-

tinguished within a quarter of a mile ; and the firing of both was thereby interrupted. Meanwhile the enemy's flag steamer "Little Rebel," dashing into the midst of our fleet unawares, barely escaped annihilation ; but she found her way out in double quick time, under the lee of their disabled rams, after being close under the "Benton's" broadside.

As the smoke rose it was seen that the enemy, being fully satisfied with their reception and entertainment, were retreating with all possible dispatch and confusion, taking their disabled vessels in tow under the guns of Fort Pillow. As the enemy's vessels retired, the "Benton" and "Carondelet" continued the engagement and fired on them until they had passed beyond their reach. The "St. Louis" and "Cairo," the latter vessel coming down too late to



6th Position. 7.30 A.M.

participate in the action, returned with the "Mound City," which sunk at the first island above.

The "Cincinnati," with the "Pittsburg" and a tug in attendance, steamed over the river, and sunk on the Tennessee shore. The "Carondelet" remained on the battle-ground, undisturbed, the day and night following, at anchor on the bar, as a guard or picket-boat, for our fleet, and to protect the mortar-boat, thus occupying the place of the "Cincinnati." On the morning of the 12th she took the place of the "Mound City," and anchored near the Arkansas shore. Commander Walke was assigned the command of that division by order of Flag-Officer Davis.

The enemy did not ram or damage our mortar-boat, but the "Van Dorn" fired into her as she passed up to meet the "Mound City." The commander, Acting Master Gregory, of the mortar-

boat, bravely fired on the enemy's fleet as long as he could without peril to our own; and he well deserved the praise he received for the same in the report of Flag-Officer Davis.

The report of the commander of the Confederate fleet will also throw some light upon the action of the vessels under his command. His anticipations and assurances, that our gunboats would never penetrate down the Mississippi, were, nevertheless, soon mournfully dissipated at the battle of Memphis. The report is as follows:—

“Flag Boat ‘Little Rebel,’ Fort Pillow, May 12th, 1862.

“SIR:—I have the honor to report an engagement with the Federal gunboats at Plumb Point Bend, four miles above this place, on March 10th, 1862. Having previously arranged with my offi-



cers the order of attack, our boats left their moorings at 6, A. M., and proceeding up the river passed round a sharp point which soon brought us in full view of the enemy's fleet, numbering eight gunboats and twelve mortar-boats. The Federal boat ‘Carondelet’ (‘Cincinnati’) was lying nearest us, guarding a mortar-boat that was shelling the fort. The ‘General Bragg,’ Captain N. H. Leonard, dashed at her, she firing her heavy guns and retreating towards a bar where the depth of water would not be sufficient for our boats to follow. The ‘Bragg’ continued boldly on under fire of nearly their whole fleet, and struck her a violent blow that stopped her further flight. She then rounded down the river under a broadside fire, and drifted until her tiller-rope, that had got out of order, could be readjusted. A few moments after the

'Bragg' struck her blow, the General 'Sterling Price,' First Officer I. E. Harthorne, ran into the same boat aft, a little starboard of her amidships, carrying away her rudder stern-post, and a large piece of her stern. This threw the 'Carondelet's' ('Cincinnati's') stern to the 'Sumpter,' Captain M. W. Lamb, who struck her, running at the utmost speed of his boat. The 'General Earl Van Dorn,' Captain Isaac Falkerson, running, according to orders, in the rear of the 'Price' and 'Sumpter,' directed his attention to the 'Mound City,' at the time, throwing broadsides into the 'Price' and 'Sumpter;' and as she proceeded by, skillful shots from her 32-pounder (Wm. G. Kendall, gunner), silenced a mortar-boat that was filling the air with its terrible missiles. The 'Van Dorn,' still holding on to the 'Mound City' midships, in the act of striking, the 'Mound City' sheered, and the 'Van Dorn' struck her a glancing blow, making a hole four feet deep in her starboard forward quarter, evidenced by splinters left on the iron bow of the 'Van Dorn.'

"At this juncture, the 'Van Dorn' was above four of the enemy's boats, as our remaining boats the, 'General Jeff. Thompson,' Captain J. H. Burk; the 'Colonel Lovell,' Captain J. H. Hart, were entering boldly into the contest in the prescribed order. I perceived from the flag boat, that the enemy's boats were taking positions where the water was too shallow for our boats to get at them; * and as our cannon were far inferior to theirs, both in number and size, I signaled our boats to fall back, which was accomplished with a coolness that deserves the highest commendation. I am happy to inform you, while exposed at close quarters to a most terrific fire for thirty minutes, our boats, although struck repeatedly, sustained no serious injuries. General M. Jeff. Thompson was on the 'General Bragg;' his men and officers were divided among the boats. They were all at their posts, ready to do good service, should the occasion offer. To my officers and men I am highly indebted for their courage and promptness in executing all orders. On the 11th inst. I went on the 'Little Rebel,' in full view of the enemy's fleet, saw the 'Carondelet' ('Cincinnati') sunk near the shore, and the 'Mound City' sunk on the bar. The position occupied by the enemy's gunboats above Fort Pillow offers more obstacles to our mode of attack than any other between Cairo and New Orleans, but of this you may

* The shallow water to which the "Cincinnati" retreated must have deepened very suddenly to accommodate the heavy rebel rams when they rammed her and the "Mound City."

rest assured, they will never penetrate further down the Mississippi.

“J. E. MONTGOMERY,

“Senior Captain Commanding River Defense Fleet.

“N.B. Our casualties were two killed and one wounded (arm broken).”

The foregoing is taken from the correspondence of the *Memphis Appeal*, and, excepting the mistakes in naming vessels, may, we presume, be considered tolerably correct, if not perfectly so, from the writer's stand-point. Their ignorance of many noteworthy circumstances on this occasion, and of the names of our gunboats, did not prove that their system of espionage was less defective than our own. It should be understood that although the Confederates maneuvered their fleet with admirable skill and courage in the onset, they failed in unanimity of action in their line of battle, which was broken in detail by the concentration of our fire upon their leading rams, and that their Commodore Montgomery (not Commodore Hollins, as misrepresented), who commanded the fleet, was not a naval officer, or had not been educated as such; hence a concert of action was wanting in his movements, as well, we may here add, as in our own. The “Bragg” and “Sumpter” were disabled and driven out of battle before all our fleet come into action, and the river was so high that there was no shallow water there within its banks except on the bar. The intention was to surprise our mortar-boat and our gunboat “Cincinnati,” and capture the former, at least, before our fleet could come to their rescue. But in this, if not in all other particulars, they failed, and received considerable damage to several of their rams by our shot and shell, which they do not acknowledge. None of our people were killed, and Commander Stembel was the only one who was dangerously wounded. He was shot in the back of the neck, receiving a terrible and painful wound. Fourth Master Reynolds and two seamen were also wounded. The narrative in our histories of this battle is of course very incorrect, for in these particulars the historian is misled by the various reports of the battle. Our *History of the Navy* says of the commencement that “The rebel steamers in advance made directly for the mortar-boat, which for a time was unprotected; but the ‘Cincinnati’ and the ‘Mound City’ hastened to her rescue, and she was saved.” This was not the case, as we have fully shown in the preceding narrative.

In the columns of some newspapers we were told that the "Cincinnati" alone repulsed the whole Confederate fleet at Fort Pillow; and that we sunk two of the enemy's boats without material damage to our own fleet; and such are the errors of our present history. Fresh from the scene of action, and full of patriotic ardor, the reporters, firing wild on both sides, rarely hit the mark, but sometimes create fame allied to the Byronic definition of that quality, namely: "heads blown off, and names misspelt in the *Gazette*."

Another history of our civil war is equally unfortunate in the matter of facts pertaining to this battle. In a brief account it reads thus: "In less than half an hour the Confederate flotilla had been disabled or destroyed. Some had their boilers shot through, others had been butted and sank." This statement taken in an *inverted* sense would be much nearer the truth in reference to the results of the battle of Fort Pillow.

The *Records of Living Officers of the Navy*, one of the most satisfactory works of its kind, although it may, in some instances, be too flattering to that arm of our national defenses, has also been misled by the few particulars which it contains from our official reports.

It states that Captain Winslow "was present" on this occasion, whereas he was not in any of these battles in the West, owing to a serious accident which disabled him, and he was detached from the Mississippi squadron at his own request, when Porter, his junior, took command; and he with others was rewarded tenfold more for one successful battle, than others were for a dozen hard-fought successful ones, obtained under less favorable circumstances, or of less political or popular interest, though quite as meritorious.

The Pittsburg *Evening Chronicle* of this period contains the following notice of the "Carondelet" and her officers:

"The U. S. gunboat 'Carondelet' (Commander Walke) is already famous through the part taken by her at Fort Henry, Fort Donelson, Island No. 10, Fort Pillow, and other minor points. The bold and hazardous exploit of running the rebel blockade at Island No. 10 amid circumstances well calculated to dismay the bravest heart, will ever be gratefully and proudly remembered, for it secured for us a most important and bloodless victory. It is not generally known that six of the principal officers of the 'Carondelet' are from Pittsburg. These are the First Master, E. Brennand; Chief Engineer, Wm. H. Faulkner; 1st As-

sistant Engineer, Chas. H. Caven ; 2nd, S. S. Brook ; 3rd, Augustus F. Cowell ; and Pilot Murray. These brave fellows have never obtained the credit they deserve ; and we feel it due to them to say so. Their merit, however, will, we hope, be substantially recognized by the Navy Department some of these days.

A prominent citizen has furnished us with a copy or abstract of the log-book of the 'Carondelet,' descriptive of the part she took in the recent action on the Mississippi, and as it will be read with interest, we give a portion of it, in support of important facts which have hitherto been suppressed. The log is dated May 10th, and it begins thus :

"From 4 to 8, A.M. Weather clear and warm ; at 5, mortar-boat took her position, and opened fire ; "Cincinnati" accompanying her. At 6.35 rebel gunboats hove in sight round the bend. Called all hands, beat to quarters, and slipped our line. At 6.40 Flag-Officer Davis made signal to the squadron to follow his motions. We being faster than the "Benton," which could not then move, Flag-Officer Davis ordered us not to wait for him, but make the best of our way down to the assistance of the "Cincinnati," upon which the enemy was advancing with their full force, eight in number.

"We then made for the leading rebel gunboat, apparently a ram, intent on striking the "Cincinnati." When about three-quarters of a mile from the "Bragg," opened fire upon her with our bow guns. Still steaming down the river, we observed her (the rebel ram) strike the "Cincinnati" with her prow, on the starboard quarter. Two more rebel gunboats advancing up the river toward the "Cincinnati," we opened upon them with our bow guns, engaging the ram at the same time with our starboard battery. We evidently struck one of the rebel boats in a vital part of her machinery or boilers, with a 50-pounder Dahlgren shot, a little forward of her wheel-house, as steam issued immediately in large quantities from all parts of the casemates ; she then drifted back disabled.

"We then rounded to, head up stream, brought our port battery to bear on the retreating rebel gunboats ; also our stern guns, dropping down all the time after them, within range of their batteries. The rebels retreated, evidently in great confusion, and appeared to be badly cut up by our flotilla. The enemy struck us with fragments of shell. Providentially no damage was done to this boat during the hard-fought engagement, which

lasted one hour and ten minutes from the first to the last gun fired by the "Carondelet."'"

The preceding, with other reliable reports, were not published with the captain's knowledge or consent, but they are given here to show that the truth was better known than by the public than it is at present, or even by some of our historians who were misled by the various ex-parte reports and erroneous records at the Navy Department.

Each of the gunboats appeared to have had its advocates in the press, claiming the highest merit according to the position and interest of the writer. It was generally reported that the "Cincinnati" repulsed the whole rebel fleet. In one case it was stated, "A simultaneous attack was made upon her by the whole of their (the rebel) gunboats, but with very little effect." Another account, from the "Mound City," says: "The 'Cincinnati' and 'Benton' [according to the reports] were comparatively the only ones engaged with the enemy's gunboats, while, if the truth were told, it would be the 'Cincinnati' and 'Mound City;' we were the second boat in action, and engaged in close quarters one of the rams, which no other boat besides the 'Cincinnati' did. The 'Benton' was engaged firing her broadsides here and there, but no attempt was made by either of the rebel rams to run her down."

The "Cincinnati," "Mound City," and "Carondelet," were, it appears, the only gunboats of ours which had sufficient steam to go into action.

Jeff. Thompson reported in his dispatch, that "after a handsome scrimmage of thirty minutes, we (they) backed down the river." So, by their own admission, although they had the advantage of several miles' start of our fleet to the point of attack, the enemy were defeated almost immediately upon its arrival, by the fire of our first three gunboats that were in advance, namely, the "Cincinnati," "Carondelet," and "Mound City."

The absence of just discrimination in representing the maneuvers of our gunboats in battle, and the favorable mention of two or three only in particular, in the reports or general orders, on several similar occasions, have elicited various appeals for justice to some neglected gunboat of our western flotilla. Generally our official correspondence is too partial and incomplete to be of any material service to the historian; and hence, the importance of requiring a report from each commanding officer, and to keep a perfect

log-book for his vessel, and a fully detailed record of his services in battle.

No wonder the correspondence of the *Cincinnati Commercial*, near Fort Pillow (May 23rd, 1862) should declare that the reports of "that naval conflict, for absurdities and Munchausenism, must certainly bear off the palm from all the many historians whose fertile fancies and pliant pens have celebrated that event." After enumerating some of them, he concludes: "Now this and similar reports provoke considerable mirth here ; but to the smile which they evoke, naturally succeeds the query—why are such reports written and published? Is our cause so desperate, that we must bolster it up with ridiculous and improbable falsehoods, and a systematic suppression of facts." But how much more ridiculous and inexcusable it is now, to perpetuate the fabrications, by repeating them constantly in historical works, written under the dictation, evidently, of some officer whose deeds or whose command was especially and exclusively magnified.

The production of absurd reports during the war may be seen more clearly by a few quotations from various historical works of considerable celebrity, in their description of this naval battle near Fort Pillow.

Besides those already referred to, there is, in the *Records of Living Officers of the U. S. Navy*, in which an account of this battle is necessarily very brief and carefully expressed, to avoid thereby nearly all the previous mistakes. It says: "The flotilla was quickly in motion to receive them" (the enemy). "An action of an hour's duration, at close quarters, followed, at the end of which the enemy retreated under the guns of Fort Pillow, three of their gunboats having been disabled." Another historical account, though as brief, is less correct, which reads thus in its termination: "After an hour's conflict, they" (the enemy's fleet) "retired with the loss of three gunboats." Headley's recital is more than a match for all the rest in its sublime and interesting flights of fancy. Lossing's *History of the Civil War of America*, in attempting to give a more perfect account of this battle from all the reports thereof, has only increased the number and variety of mistakes. Draper, with caution, has avoided the irreconcilable reports, and as at a venture, drawn a more correct, though dim outline of a few important facts concerning this engagement. It was verily impossible to give a true and full account of this battle, as all the facts were never recorded or published.

Our narrative of the battle of Fort Pillow, as a statement of facts, is entirely different in several important matters from the official report of Flag-Officer Davis, and the account of our naval historian before referred to.

The first mistake in these reports is, that "the leading vessels of the rebel squadron made directly for mortar-boat No. 16, which was for a moment unprotected." The facts were, that they made directly for the "Cincinnati," which was anchored in the stream to protect the mortar-boat for that day, as each gunboat performed this duty alternately. Secondly, the "Cincinnati" was not the leading vessel, properly speaking, nor was it the first to make the attack on the enemy in the onset of the battle, as described by our naval records, though she was first in self-defense, as she was the first vessel attacked by the enemy. She was then at anchor near the mortar-boat, and was heaving up her anchor, with her stern towards the enemy's fleet, when they came up suddenly around the point, a half a mile below her, and before she could get up her anchor and turn fairly on her nearest antagonist, the "General Bragg," dashing far ahead of all her followers, fatally rammed the "Cincinnati" on the starboard quarter in her shell-room; Captain Stembel being also very severely wounded about the same time. She was therefore obliged to retreat, but was overtaken by two other rebel rams, each of which successively struck her on the stern, though without much force. The two leading rams were soon disabled by our guns, and the "Carondelet" and "Mound City" (to their credit) were the first gunboats which ran to the rescue, and commenced a deliberate and well-directed fire upon the enemy's fleet, as they were running down to meet it.

The report that the "Cincinnati" was running down upon the enemy's rams to attack them, when three of them ran into her quarter and stern is in itself an absurdity. Nor did the "Mound City" at any period of this battle follow the "Cincinnati," as repeatedly stated, but waited, and very properly, too, according to naval discipline, for the signal, or the motions of the flag-officer.

The flag steamer "Benton," however, was not then ready to proceed, for want of sufficient steam, and the weather being calm and hazy, her signal could not be seen from the "Mound City" in time, she being on the opposite side of the river. She finally started without seeing the signal.

The "Carondelet" started as soon as she got orders from the flag steamer through the trumpet, before the signal was made,

and was the leading gunboat in the first division of our squadron, while the "Mound City" was the leading one of the second division. Both steamed down to the rescue of the "Cincinnati," and attacked the enemy. The "Carondelet," keeping her lead after the "Mound City" was rammed, engaged the three first rebel rams, the "Bragg," "Price" and "Sumpter;" but they had rammed the "Cincinnati" before the "Carondelet" could get near enough to intercept them. The "Van Dorn," passing them, and at the same time firing at the mortar-boat, met the "Mound City," and rammed a large hole in her bow. The "Benton," following the "Carondelet" at a distance astern, was the fifth to engage the enemy; the "St. Louis," following the "Mound City," at the same time engaged the enemy. The "Pittsburg," following the "Benton," was the sixth and last to enter the engagement, being detained somehow until her hawser was cut or cast off by one of the "Swallow's" crew, when she started and arrived in time to fire *into* the "Carondelet." The "Cairo" was so late that she did not reach the field of action.

To arrive at anything like the truth in a description of this battle, we must insist upon the general fact, that the positions of our gunboats, in several particulars, were almost in the reverse order to that represented in our naval records. It has been represented by these high authorities that the "Cincinnati," with the "Mound City" following her, apparently "were the leading vessels in the line of battle," which hastened to the support of the mortar-boats, and were repeatedly struck by the enemy's rams, at the same time that they disabled the enemy and drove him away. Then the flag steamer "Benton" is represented as the third vessel in action—encountering the enemy's advance. And in the order of succession the "Carondelet" comes into battle following the "Benton" and "Mound City," according to which she would be No. 4, as a natural sequence, when really she was far ahead of the "Benton," and not behind the "Mound City."

Our *History of the Navy*, after the statements in the reports, concludes to notice, indefinitely, the presence, though not the position of the "Carondelet," by admitting that, after going by or through the first and second divisions of the enemy's fleet, she gave the finishing stroke to one of the enemy's third division, thus:—"In the third division of the rebel line, a gunboat engaged with the 'Carondelet' received a 50-pounder shot through her boilers, and she was also disabled."

The "Carondelet" appears, in several reports, to have been a

laggard or the scapegoat, in this instance, for the "Benton," which was not (though she ought to have been) ready for battle, and in the lead, as the flag steamer should, of course, have the most respectable place in the fleet. To suit her rank and to save her credit, she is evidently made to take or appear in the place of the "Carondelet," and this vessel has, in consequence, no position assigned to her in this battle in the naval records ; and a majority of these reports, which have been published, were evidently originated on board the flag steamer for that purpose.

A brief statement of these facts was sent by Captain Walke to Rear Admiral Davis, in 1863 or 1864, to which the latter made no objections, except one, which was, that the flag steamer was not hard aground, as Captain Walke thought, when he passed her. These ideas are more clearly developed in the private letters in Admiral Foote's biography, where the executive officer of the "Benton," in his usual blandish style, describing the beginning of this battle, says : "By this time, the 'Benton,' 'Mound City' and 'Carondelet,' were far enough down—half way, at least—to Stembel's assistance, to open an effective fire. The 'Pittsburgh,' not yet clear of the bank ; and the 'Cairo' just sent a boat out to cast off her hawser. The 'St. Louis' came down pretty well. Two rams were making for the 'Cincinnati,' and once again hit her in the stern, receiving the fire of the stern guns. That boat struck Stembel twice, doing little damage, but using sharpshooters to such effect as to dangerously wound Stembel, and Fourth Master, Mr. Reynolds, and one man in the leg. By this time we were in their midst, and I had the satisfaction of blowing up the boilers of the ram that last hit the 'Cincinnati' by a shot from our port bow 42-pounder rifle. I fired it deliberately with that view, and when the ram was trying to make another hit. Another ram had now hit the 'Mound City' in the bow, and had received the fire of every gun of that vessel in the swinging that followed the contact. We interposed between another and the 'Mound City,' and the fellow, afraid to hit us, backed off, where he also blew up from a shot hitting a steam-pipe or cylinder. All the rams drifted off disabled, and the first one that blew up could not have had a soul remaining alive on board, for the explosion was terrific. We could have secured two or three of them had we had steam-power to do so ; but as it was, we saw them drift down helpless under the fort, and one is said to have sunk in deep water." This account of the battle, like all the others from the flag steamer, merely mentions the

"Carondelet" as though unavoidably in the rear, if at all; and the former is represented in her place, intercepting the enemy's rams and saving our fleet from utter destruction. But, in reality, the Benton was not near enough to interpose any interference with the rams, until they began to retreat under the fire of the "Carondelet." Immediately after this letter from the "Benton," we are not only informed that the enemy, being afraid to ram that huge monster, "backed off," but a few days after the reports from that vessel, being greatly improved, state that the rebels confessed and declared to the same interesting party, that they would have been victorious, but for the "Benton;" and so quick was this confession, that it appeared to be almost miraculous, if it were true. But this was only a phantom to screen the flag steamer for not being ready for action, or for battle, as she should have been on that occasion.

Here is another of the same sort, and apparently from the same source, found in an article of the Cincinnati *Times*, dated May 16, 1862, whose correspondent writes under the heading, "The round of the Fleet, and the efficiency of the Flag Ship." "Your correspondent made the rounds of the fleet yesterday, as he usually does two or three times a week. In most of the accounts given of the late action here, too little credit has been given to the 'Benton,' Captain Phelps, which certainly rendered the most efficient service of any boat belonging to the flotilla. The rebels, as has been stated, were afraid of her, and consequently she had superior freedom of action, and, as she was admirably handled, she treated the rams very roughly. Had it not been for her, the 'Carondelet,' Captain Walke, which was moving down to the foe, would have been cut off from the fleet, and possibly captured, if her gallant commander had not blown up his ship, which is very probable, rather than let her fall into the hands of the enemy. The officers of the flag ship, and especially Commodore Davis, are greatly pleased and have a higher opinion of her than ever. She turned to the right and left, and from the left to right, and upwards, downwards and across the river; would have done credit to a light-draught steamer. The rebels were afraid, and declared they could have been successful but for her." In this letter the "Carondelet," or her captain, is complimented with the acknowledgment that they were in the midst of the battle; but it is not true that they were saved from the enemy by the "Benton," when she came down to the "Carondelet;" for the Confederates at that time had retreated beyond

the range of our guns, as the last shot we fired at them fell short.

When the "Arkansas" ran through our combined fleets at Vicksburg, Farragut and Davis frankly acknowledged that they had not steam enough to pursue her. Here the flag steamer, without steam, is represented to be "ahead," leading those gun-boats which were all ready when the enemy appeared, and which started immediately to the rescue of the "Cincinnati," leaving the flag steamer behind, immovable and securely moored at the bank of the river, like the "Pittsburg" and "Cairo." But we give her credit for finally cutting her moorings, when she drifted down the river, until sufficient steam was raised to work her engines, and she then (though late) joined in the battle. All honors are due to Flag-Officer Davis, and no fault can be attributed to him, as his orders were not properly executed.

CHAPTER XIII.

EVACUATION OF FORT PILLOW.

Devices for Strengthening the Gunboats.—The “Carondelet’s” Plan Approved of by Admiral Davis.—Attempt to Dislodge our Gunboats.—Demoralizing Effect of our Bombs.—The Evacuation Reported.—The Rebel Steamer “Sovereign.”—Tennyson’s Narrative of the Evacuation.

This battle with the enemy’s formidable rams, at Fort Pillow, suggested the necessity of strengthening the guards of our gunboats, to effectively resist the enemy’s new mode of attack.

Flag-Officer Davis therefore gave orders to the commanding officer of the iron-clads, to strengthen their vessels on the water-line with wood and iron, or both combined, in order more effectually to resist the enemy’s rams. This order brought the mechanical skill of the officers of each vessel into play. Many devices were suggested, according to the prevailing vocation of the mechanics on board each vessel ; a practical illustration of the truth of Æsop’s fable—the carpenter, blacksmith, engineer and sailor, each had his invulnerable project (the currier was silent on this occasion). After much consideration the sailor’s plan received the preference, the more elaborate conceptions of others, for want of time and material, being found impracticable.

Accordingly, logs were procured, and securely suspended and lashed, at the water-line of our gunboats, which rendered their sides invulnerable to the enemy’s rams.

But these formidable buttresses of heavy logs on the water-line of the gunboats proved to be a serious obstruction to their speed ; and they were dispensed with during, and after the battle of Memphis, the carpenters and blacksmiths fortifying the bow with heavy timbers and railroad iron. The work of protection in this manner was progressing, when an inspection of the fleet was ordered, to ascertain the relative merits of the ram-proof inventions, and the plan of the “Carondelet” was adopted by the flag-officer, as is shown in the following order :

“The mode of protecting the forward and after parts of the gunboats adopted by the ‘Carondelet’ is recommended to the captains of the other gunboats, except Captain Thompson, who has already made the ‘Pittsburg’ secure. The flag ship will furnish the requisite material, and the iron work will be done on board the ‘Swallow,’ on application to the fleet captain.

“Very Respectfully,

Your Obedient Servant,

“C. H. DAVIS,

“Flag-Officer,

“Commanding *Mississippi Flotilla.*

“To the

Captains of the Flotilla.”

Here we may clearly see that Captain Davis was actually “commanding officer, present, of the Mississippi flotilla.” Some of the friends of Admiral Foote claim “that Fort Pillow was captured while he was still commander-in-chief;” and as Foote retained this technical command until June 17th, many readers would conclude that Memphis, also, “was actually captured while he was still in command,” and all of which “his foresight and patient skill had prepared” and “had fully anticipated for himself,” and not for “a subordinate commander,” of course; but alas, one at a time only can justly be THE hero of a battle, which he must fight and win for himself.

Flag-Officer Davis continued bombarding Fort Pillow daily, after the battle, and two of the gunboats were detailed to guard the mortar-boats until evening, when they were towed to a position where they would be under the immediate protection of the fleet until next morning. Fort Pillow returned our fire, but without effect, our boats being partially protected under the dense forest on the river bank; many of the enemy’s shell, however, struck and exploded very near them.

ATTEMPT TO DISLodge OUR MORTAR-BOATS.

The enemy made a reconnoissance on Craighead Point on the 22nd of May, having the advantage of being concealed from our view, the purpose being evidently that of dislodging our mortar-boats, by a land attack upon them by their troops, while our gunboats were anchored or moored to the river bank some distance above them. On that day, however, the “St. Louis” (Lieutenant W. McGannigle), with General Quimby, Colonel Fitch, and a few of our troops, started for the Point at an early hour, but discovering the enemy’s pickets, they withdrew. The next day an increased force made a reconnoissance, but the enemy, anticipating this movement, had a larger force in readiness, which was placed in

ambush on the Point, and scouts were then sent out to decoy our troops into the snare. Our little party were not caught napping—they were ready for an engagement with equal numbers. After assuming the offensive, however, it transpired that they were likely to be overpowered by superior numbers, and our troops were therefore compelled to retire, with the loss of two privates of the 34th Indiana Regiment, and a wounded lieutenant, to the "St. Louis" at the landing. After receiving our troops on board the "St. Louis" opened her broadsides upon the enemy, which silenced and dispersed them immediately. The enemy's gunboats made no further attempts on our mortar-boats.

Our bombardment must have had a terrible effect upon Fort Pillow and its occupants, as they kept up a constant and well-directed fire in return upon our mortar and guard-boats. They threw their shells with such precision that our gunboats were frequently compelled to change positions. On one occasion two immense shells came near striking the "Carondelet." One of them fell so near as to throw the water on her deck, as it plunged beneath her bottom. She immediately weighed anchor and moved up the river a short distance, when another bombshell struck just astern of the berth she had left, which would have sent her to the bottom had she been in her first position. The enemy's mortar, from incessant firing, soon exploded, and their rifle shell then began to strike, and explode with surprising precision for such a distance. But their fuses were too short for the distance, and burst prematurely, doing our people no harm. It was evident that a concealed signal station was somewhere in the surrounding woods or in the bend of the river below us, telegraphing the aim, and the result of the firing from Fort Pillow. The constant explosion of our bombs had a demoralizing influence upon the enemy; one, as reported by a refugee, falling fairly on the head of a sentinel, buried him instantly—and their firing became more and more desperate and heavy.

On the night of the 4th of June a great many explosions were heard and fires seen at Fort Pillow, indicating a speedy evacuation or general movement by the enemy.

This proved to be the case. Our flag-officer, on receiving intelligence of the fact, made signal, at dawn of the 5th, to his fleet, to get under way, and at ten minutes past 4 on that morning he, with his gunboats, moved down the river to the fort, in the following order: "Benton," "Mound City," "Louisville," "Carondelet." "Cairo" and "St. Louis," accompanied by the ram fleet

under Colonel Ellet, with the "Monarch," "Queen of the West," "Switzerland" and "Lancaster." At 5, A. M., the fleet rounded to at Fort Pillow, which was found abandoned, when they took possession of the works. Flag-Officer Davis, when first informed of the evacuation—very early on the 4th—sent for Colonel Fitch, and made arrangements to occupy Fort Pillow immediately. Fitch returned to the transport "Hetty Gilmore," and with a detachment of troops, started for the fort, arriving in advance of our flotilla. Colonel Ellet, following Fitch, hoisted our flag on the fort before the latter could debark his command.

The enemy had destroyed everything that they could not remove. Three large rifle guns and two 10-inch mortars were burst; fourteen or fifteen large guns were left in the fort damaged, two of them spiked. The water batteries were of great extent, capable of mounting about sixty guns; two 128-pounders in the lower battery were both dismantled and spiked; they were marked "C. S. A. 1861," and weighed 16,000 pounds each. Some of their batteries were casemated and bomb-proof, and of superior construction. On the bluffs an area of five or six miles in the rear was rendered impassable by cavalry or infantry, by fallen trees, *abatis*, *chevaux de frise*, and breast-works; there were also deep ravines and all other natural advantages for defense, equal, if not superior, to those of any other fort in the Confederate States.

The spoils taken were fifty wagons, camp equipage, and commissary stores; two 128-pounder cannon; two 10-inch mortars, and two 32-pounder rifle-guns. A gun was found loaded to explode by the heat of a fire built under it, in time to perpetrate mischief to any of our people while they were taking possession of the deserted works; the foundation was burnt, however, and the gun had tumbled over before it could explode.

The lower batteries were about fifteen or eighteen feet above the level of the river at its height. Another formidable battery was planted about half-way up on the bluff, and on the summit were mounted their iron monsters, overlooking the bends of the river for many miles, and commanding the approach of an enemy in any direction. At an elevation of about two hundred and fifty feet, these Chickasaw Bluffs are intersected with numerous deep gorges and thickets in the rear, giving the position a most defensive character.

THE "SOVEREIGN."

At meridian the fleet again steamed down the river, and at

3.30, P. M., met the Confederate transport "Sovereign," coming up the river in search of our two pilots, whom Admiral Davis had sent to communicate with Admiral Farragut. The leading gunboats of our fleet opened fire upon her; she turned and escaped beyond their reach, and was soon out of sight. But the admiral despatched the tug "Spitfire," with a howitzer, and Lieutenant Bishop, in chase. It was evident that the "Sovereign" was too fast for the tug. The latter, however, by taking advantage of the short turns in the bayous, made a more direct course down the river, and finally intercepted the "Sovereign" through a chute at Island No. 37. This brought the "Sovereign" within gunshot of the tug, which shelled her so effectually that she ran ashore, and was captured with no one on board but a loyal boy, whom they had pressed into their service; the lad, seizing the first opportunity, returned to the steamer in time to save her from a terrible explosion, which was prepared for her and our tug, with all its officers and crew. He also made signals to our tug in time to save the "Sovereign" from destruction by our shell; while her captain and the rest of her officers were on their flight through the country, burning cotton with enthusiastic zeal, to prevent the "Yanks from gobbling it all up," as they used to say away down on the Mississippi river.

It is here proper to remark that the Mississippi squadron had not destroyed the property, or disturbed the peaceful people of the South, nor would such a thing have been countenanced except as a military necessity.

TENNYSON'S ACCOUNT.

John S. Tennyson (one of the above-mentioned pilots) writes the following narrative of their adventure:

"At meridian of the 4th of June, I received a note from Flag-Officer Davis, stating that he wished two pilots of the Mississippi to carry dispatches to Commodore Farragut. I volunteered, and at 1, P. M., same day, Samuel Williamson and myself reported on board the flag ship 'Benton,' then above Fort Pillow. We were put in possession of the dispatches, and received verbal instructions in case of loss. A small canoe or 'dug-out' was furnished us for the voyage, and a detail of men from Colonel Fitch's regiment, to carry the canoe across the land, to a point on the Mississippi river four miles below Fort Pillow, the distance by water being twelve miles.

"We started at 3.30, P. M., intending to get at our point of em-

barkation at sunset, but made it one hour before that time. We saw three of the enemy's gunboats pass down. As soon as they had passed we embarked in our little canoe, being then fairly inside the enemy's lines, with four hundred and sixty miles to pass before we would see the 'stars and stripes' again. We paddled out across the river and saw enough to know that Fort Pillow was evacuated. We passed Randolph. Saw no lights, and began to congratulate to ourselves on a speedy voyage. But on turning the point below, three rebel gunboats, in line, with cutters near each shore rowing guard became visible. The night was cloudy, but the moon was full. With a fine glass we saw a cutter approaching us. Neither of us spoke, but by signaling agreed to lay in shore. We happened to stop alongside of a large log, and the cutter sheered off, and as they did so we heard the remark, 'that's no dug-out, it is only a drift log.' We also heard our names mentioned, and that we were carrying letters from Flag-Officer Davis, to bring Farragut's fleet up and get them between two fires. We waited until they were one hundred yards above us, when we shoved out. After passing Island 35 we concluded to exchange our boat for the first skiff coming in our way, as the rebels had the 'dug-out' mark on us. This we expected to do at Peccan Point, twenty miles below Fort Pillow. On reaching that point, we found three rebel gunboats laying at the Arkansas shore, and a cutter near the Tennessee shore. We floated between the cutter and the gunboats without being seen, aiming for a point on the Arkansas shore where we might lay by, deeming it unsafe to attempt running during the day, until we should get below Memphis. Our point gained, rest was out of the question; mosquitoes and gnats kept us busily engaged.

"At about 9, A.M., six rebel gunboats passed down, two passing on our side, carefully scrutinizing with their glasses. About 2, P. M., the transport steamer 'Sovereign' passed up. An hour later we heard heavy guns firing, and saw the 'Sovereign' coming down, and shot falling near her, but could not see our gunboats. The first one coming in sight was a tug. A shot falling near the 'Sovereign' deterred us from embarking to join the 'Benton,' now in sight at the head of our fleet. The 'Sovereign' and tug passed us at about equal speed. The tug, by taking a short cut over the bar at the head of the chute of Island 37, gained on the 'Sovereign,' and brought her in range of the 12-pound howitzer, which, after three rounds, drove the 'Sovereign' ashore, with her safety-valve weighted down, throttles closed, and fires full,

with the intention of blowing her up ; which purpose, however, was defeated by a loyal boy, sixteen years old, who remained by her after she was abandoned by her crew. This lad, having some knowledge of what should be done, took off the extra weights from the safety-valves, opened the throttles and let her blow through, opened the fire doors and flue caps, and wet out the fires. Then he procured a sheet and signalled to the tug, which at this time, fortunately enough, was busily engaged endeavoring to unload their howitzer, having rammed home a charge of fixed ammunition *shell first* ; and the delay caused by this blunder enabled them to see the boy's emblem of surrender. The tug went alongside of the 'Sovereign,' leaving her clerk and carpenter on board, and was afterwards placed in my charge.

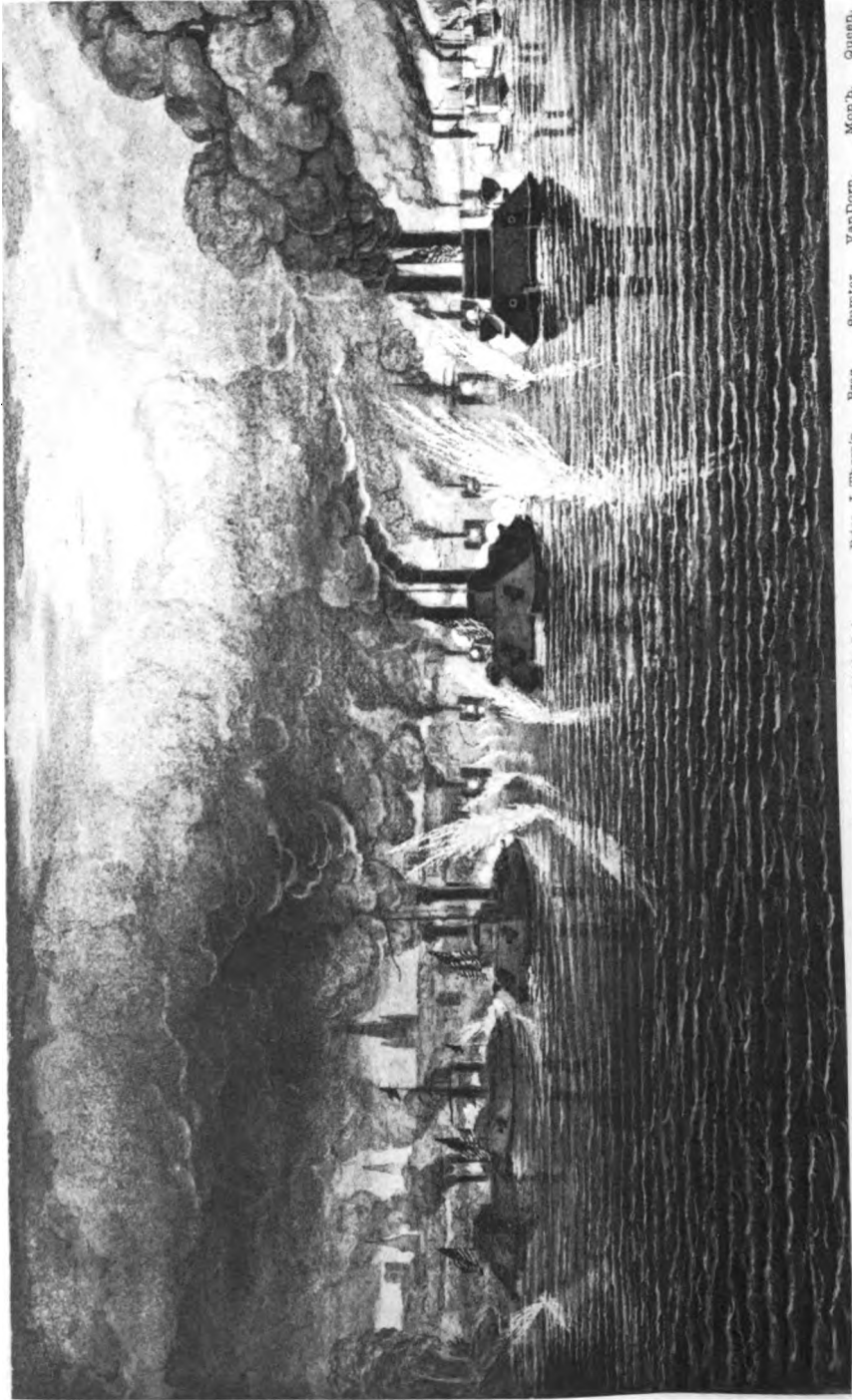
(Signed)

"JNO. S. TENNYSON."

Our fleet was now approaching the city of Memphis. The sun was setting clear, and as the dark shadows came over the scene, our fleet of gunboats, rams and transports, in a train over ten miles in length, winding slowly down the river, soon became invisible, except by a forbidden light which here and there flashed along the line. The flag steamer being far in advance, a tug was sent from her to the "Carondelet," with a verbal order from the flag-officer, to proceed no further for the present, which order was also given to the rest of the fleet in her rear. But Captain Walke knew that the flag steamer was alone, and, by this time, nearly down to the city of Memphis, where the enemy's fleet was waiting to attack our fleet ; and he realized the danger to which the flag steamer alone would be exposed, if the order was obeyed. He was, therefore, convinced that the order was not delivered correctly, and upon his own responsibility continued in pursuit of the flag steamer, to obtain more certain instructions at that critical period. She ran to within two miles of Memphis, where she found the "Benton" anchored below the "Hen and Chickens." Captain Walke found, upon inquiry, that the order referred to above was misunderstood, and it was immediately countermanded, which soon brought our fleet within signal distance, in order of battle. We mention this instance of naval experience to show some of the dangers which beset our western flotilla, through the mistakes of inexperienced officers, especially when a concert of action in the fleet was so indispensable to success, in the presence of an enemy. Another case in point soon followed :

The next morning at dawn the enemy's fleet steamed up to

attack us, when our rams, which were greatly needed to make the onset upon those of the enemy, were several miles up the river. While waiting for them, maneuvering to get some of our gunboats into the line of battle, the whole fleet, in the variable currents, appeared to be wavering or disinclined to meet the enemy, who therefore ran up to make a bold attack, but he was coolly kept at bay by our well-directed shot and shell, until our rams began to join the fleet. But, unfortunately, as we then thought, only two of them came in time to make the first attack, which deceived the enemy with the idea that they were unarmed river boats, coming down to make a formal surrender to him ; and our rams succeeded in ramming the enemy before receiving their fire. The consorts of our ram squadron, by another mistake or misunderstanding of orders, did not participate in the battle at all.



Carondelet. Beaton. St. Louis. Beaurd, Lovel, Little and Cairo. Price, J. Thomas, Brag. Bunker, Van Dorn, Mowh, Queen, Louisville.

Battle of Memphis, First position.

CHAPTER XIV.

BATTLE OF MEMPHIS.

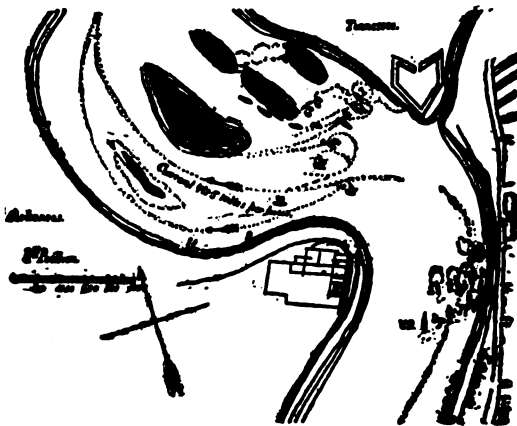
The Federal Fleet Engaged.—The Battle Opened by the Enemy.—Results of the Fight.—Grandeur of the Scene Portrayed—Explosion of the "Jeff. Thompson's" Magazine.—Flag-Officer's Report of the Surrender of Memphis.—Colonel Ellett's Report.—Extracts from Press Correspondence.—Confederate Acknowledgment of our Victory.—An Enormous Amount of Rebel Property Destroyed.—An Atrocious Act that cannot be Denied.—A Well-Earned Eulogy of the Mississippi Sailors.—Expedition up the White River.—Explosion of the "Mound City."—Scenes on the Mississippi.

AFTER the evacuation of Fort Pillow by the enemy, Admiral Davis proceeded down the river to Memphis, with the flag steamer "Benton," Lieutenant-Commander Phelps, "Louisville," Commander Dove, "Carondelet," Commander Walke, "St. Louis," Lieutenant-Commander McGanigle, "Cairo," Lieutenant-Commander Bryant, with the ram fleet under command of Colonel Charles Ellett, consisting of the "Queen of the West," "Monarch," "Lancaster," "Mingo," "Lioness," and the "Switzerland." The six vessels last named had been transformed into rams, strengthened with timber to a thickness of three feet, bolted and plated with iron.

Admiral Davis anchored the gunboats near the "Hen and Chickens," about two miles above Memphis, on the night of the 5th of June, 1862. Being warned on his way down that the Confederates would attempt the defense of Memphis, he was not surprised the next morning to find their fleet ready for battle. It consisted of eight iron-clad rams, namely: "General Van Dorn," Commodore Montgomery, flag steamer, "General Price," "General Lovell," "General Beauregard," "General Jeff. Thompson," each mounting four heavy guns; the "General Bragg," and "General Sumpter," each three heavy guns, and the "Little Rebel," mounting two guns.

The battle, which lasted an hour and ten minutes, was commenced by the enemy (whose vessels were in double line of battle opposite Memphis), firing upon our fleet, then a distance of a mile

and a half to two miles above the city. Their fire continued for a quarter of an hour, when the attack was promptly met by two of our ram squadron—the “Queen of the West” (Colonel Charles Ellett), leading, and the “Monarch” (Lieutenant-Colonel Ellett, a younger brother of the leader). These vessels fearlessly dashed ahead of our gunboats, ran for the enemy’s fleet, and at the first plunge succeeded in sinking one and disabling another, although



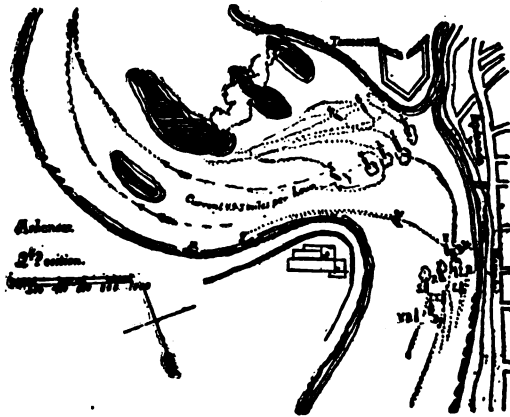
BEGINNING OF THE BATTLE OF MEMPHIS.

In these diagrams the United States gunboats are designated by numbers, and the Confederate rams by their initials.

- | | |
|----------------------------------|--------------------------------|
| No. 1, Benton, Flag steamer. | L. R., Little Rebel, |
| 2, Carondelet. | Confederate flag steamer. |
| 3, St. Louis. | Bg., General Bragg. |
| 4, Cairo. | Bd., General Beauregard. |
| 5, Louisville. | P., General Price. |
| 6, Tug Jesse and Dauntless. | S., General Sumpter. |
| 7, Ram Queen of the West. | L., General Lovell. |
| 8, " Monarch. | J. T., General Jeff. Thompson. |
| 9, " Lancaster. | V. D., General Van Dorn. |
| 10, " Switzerland. | |
| 11, Transports and supply boats. | |

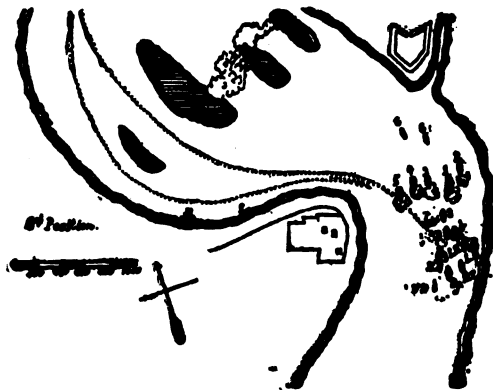
their astonished antagonists received them gallantly and effectively. The “Queen of the West” and “Monarch” were immediately followed in line of battle by the gunboats in the order given at the beginning of this chapter, under the lead of Flag-Officer Davis, and all of them opened fire, and continued the same from the time they got within good range, until the end of the battle; two or three tugs keeping all the while at a safe distance astern.

The "Queen of the West" was a quarter of a mile in advance of the "Monarch," and after having rammed one of the enemy's vessels (see reports to the secretary of war), she was badly rammed



THE ONSET OF OUR RAMS AT THE BATTLE OF MEMPHIS.

by the "Beauregard," which then, in company with the "General Price," made a dash at the "Monarch" as she approached them. The "Beauregard," however, missed the "Monarch," and struck



THE ENEMY'S FLEET DISCOMFITED.

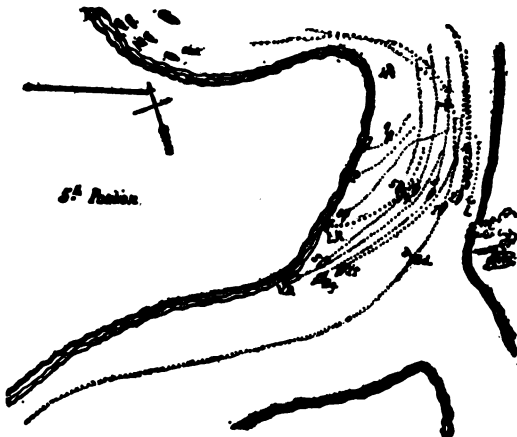
the "General Price" instead, in the port side, cutting her down to the water-line, tearing off her wheel instantly, and rendering her *hors de combat*. The "Monarch" then rammed the "Beaure-

gard," which was several times raked fore and aft by the shot and shell of our iron-clads, and she quickly sank in the river opposite Memphis. The "General Lovell," after having been badly rammed



THE ENEMY'S FLEET RETREATING.

by the "Queen of the West" (or the "Monarch," as it is claimed), was struck by our shot and shell, as officially reported, and at about the same time and place as the "Beauregard," sank to the



THE ENEMY ROUTED.

bottom so suddenly as to take a considerable number of her officers and crew down with her, the remainder being saved by small boats and our tugs. The "General Price," "Little Rebel," with

a shot-hole through her steam chest, and the "Queen of the West," all disabled, were run upon the Arkansas shore at Hope-dale, opposite Memphis; and the "Monarch" afterwards ran into the "Little Rebel" just as our fleet were passing her in pursuit of the remainder of the enemy's fleet, then retreating rapidly down the river. The "Jeff. Thompson," below the point and opposite "President's Island," was the next boat disabled by the shot and shell of our pursuing squadron. She was run ashore, burned and blown up. The rebel ram "Sumpter" was also disabled by our shell and captured. The "Bragg" soon after shared the same fate, and was run ashore, where her officers abandoned her, and disappeared in the forests of Arkansas.

All the rebel rams which had run on the Arkansas shore were captured. The "Van Dorn," having the start, escaped down the river alone, and the "Monarch" and "Switzerland" were dispatched in pursuit of her and a few transports, but returned without overtaking them, although they captured another steamer.

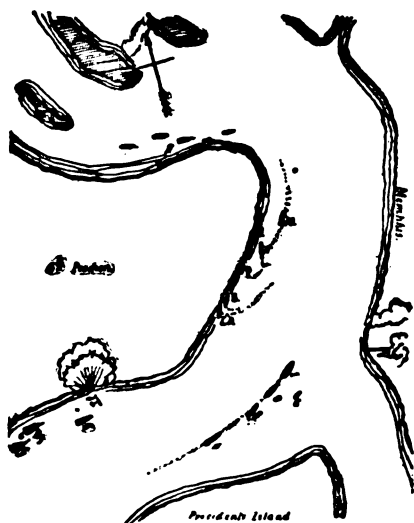
The scene at this battle was rendered most sublime by the desperate nature of the engagement, and the momentous consequences that followed very speedily after the attack had been commenced. The people in tens of thousands crowded the high bluffs overlooking the river, some of them apparently as gay and cheerful as a bright May morning, and others watching with silent awe the impending struggle. The roar of cannon and shell soon shook the earth on either shore for many miles; first, wild yells, shrieks, and clamors, then loud, despairing murmurs, filled the affrighted city. The screaming, plunging shell crashed into the boats, blowing them and their crews into fragments; and the rams rushed upon each other like wild beasts in deadly conflict. Amidst all this confusion and horror, the air was filled with the coal and sulphurous blinding smoke; and, as the battle progressed, all the cheering voices on shore were silenced, every voice became tremulous and disheartened, as it became evident that their fleet was faltering, and one after another of their vessels sank or became disabled. The deep sympathizing wail which followed each disaster, went up like a funeral dirge from the assembled multitude, and had an overwhelming pathos; but still many gazed through their flowing tears, upon the struggle, until the last hope gave way, and then the lamentations of the bereaved burst upon the ear, in deep heart-rending cries of anguish.

The die was cast, and the crowd of mourning spectators melted away, in unutterable sadness for loved ones lost, and their sanguine

hopes of victory forever gone. The spectacle was one which subdued all feelings of resentment on the part of the victors, and awakened a natural sympathy towards the vanquished—their fellow-countrymen—on shore. The general grief and the weight of woe inflicted, on some of the spectators, was such as could arise

only from a civil war, like that in which we were then engaged.

The crowning scene, though less distressing, was more terrific and sublime than anything which had preceded it. In the hour of triumph and naval supremacy, when our gunboats were returning to Memphis, occurred the explosion of the "Jeff. Thompson" magazine. In an instant, before any sound had reached our ears, the heavens were lighted up as by a magnificent coronal, its snow white crest reaching beyond the clouds. Then came the terrific roar, and the scene



RAM "JEFF. THOMPSON" BLOWN UP.
VICTORY WON!

—one that can never be forgotten—was of surpassing beauty and grandeur.

FLAG-OFFICER'S REPORT OF THE SURRENDER OF MEMPHIS.

Admiral Davis to Secretary Welles.

"U. S. Flag Steamer 'BENTON,'

"MEMPHIS, June 6, 1862.

"SIR:

"In my dispatch of yesterday, dated at Fort Pillow, I had the honor to inform the Department that I was about moving to this place with the men-of-war and transports.

"I got under way from Fort Pillow at noon, leaving the 'Pittsburg,' Lieutenant Commanding Egbert Thompson, to co-operate with a detachment of Colonel Fitch's command, in holding possession of and securing public property at that place, and also the "Mound City," Commander A. H. Kilty, to convoy the transports containing the troops not then ready to move. On my way down, I came suddenly, at a bend of the river, upon the rebel transport steamer 'Sovereign,' which turned immediately to escape from us.

I sent Lieutenant Joshua Bishop, with a small body of armed men in a tug by whom she was captured. She is a valuable prize. The gunboats anchored at 8, P.M., at the lower end of Island 45, a mile and a half above Memphis. The mortar, tow-boats, ordnance, commissary, and other vessels of the fleet tied up at Island 44 for the night.

“At daylight this morning, the enemy’s fleet, consisting of the rebel rams and gunboats, now numbering eight vessels, were discovered lying at the levee. They dropped below the railroad point, and returning again, arranged themselves in front of the city.

“At 4.20, the flotilla, consisting of the following vessels :—The flag ship ‘Benton,’ Lieutenant Commanding, L. S. Phelps; ‘Louisville,’ Commander, B. M. Dove; ‘Carondelet,’ Commander, Henry Walke; ‘Cairo,’ Lieutenant Commanding, W. C. Bryant; and the ‘St. Louis,’ Lieutenant Commanding, Nelson McGunigle,—got under way by signal, and dropped down the river. The rebels, still lying in front of the town, opened fire with the intention of exposing the city to injury from our shot. The firing was returned with due care in this regard. While the engagement was going on in this manner, two vessels of the ram fleet, under command of Colonel Ellett, the ‘Queen of the West’ and ‘Monarch,’ steamed rapidly by us, and ran boldly into the enemy’s lines. Several conflicts had taken place between the rams, before the flotilla, led by the ‘Benton,’ moved at a slower rate, could arrive at the closest quarters. Meantime, however, the firing from our gunboats was continuous, and exceedingly well directed. The ‘General Beauregard’ and ‘Little Rebel’ were struck in the boilers, and blown up. The ram ‘Queen of the West,’ which Colonel Ellett commanded in person, encountered with full power, the rebel steamer, ‘General Lovell,’ and sank her, but in doing so, sustained some serious damage.

“Up to this time the rebel fleet had maintained its position and used its guns with great spirit. These disasters, however, compelled the remaining vessels to resort to their superiority in speed as the only means of safety. A running fight took place, which lasted nearly an hour, and carried us ten miles below the city. It was ended in the capture or destruction of four or five remaining vessels of the enemy, one only, supposed to be the ‘Van Dorn,’ having escaped. Two of the rams, the ‘Monarch’ and ‘Lancaster No. 3,’ pursued her, but without success; they brought back, however, another prize.

“The names and fate of the vessels composing the rebel fleet are as follows :—The ‘General Lovell,’ sunk in the beginning of the action by the ‘Queen of the West;’ she went down in deep water in the middle of the river, altogether out of sight. Some of her crew escaped by swimming; how many went down in her, I have not been able to ascertain. The ‘General Beauregard,’ blown up by her boiler, and otherwise injured by shot, went down near shore. The ‘Little Rebel,’ injured in a similar manner, made for the Arkansas shore, where she was abandoned by her crew. The ‘Jeff. Thompson,’ set on fire by our shell, was run on the river bank, and abandoned by her crew. She burned to the water’s edge and blew up by her magazine. The ‘General Price’ was also run aground on the Arkansas shore; she had come in contact with one of the rams of her own party, and was otherwise injured by cannon balls. She also was abandoned by her crew. The ‘Sumpter’ is somewhat cut up but is still afloat. The fine steamer,

'General Bragg' is also above water, though a good deal shattered in her works and hull. The 'Van Dorn' escaped.

"Of the above-named vessels, the 'Sumpter,' 'General Bragg,' and 'Little Rebel,' will admit of being repaired. I have not received the reports of the engineers and carpenters, and cannot yet determine whether it will be necessary to send them to Cairo, or whether they can be repaired here. The pump of the 'Champion No. 3,' will be applied to raise the 'General Price.' No other vessels of the rebel flotilla, will, I fear, be saved.

"I have not received such information as will enable me to make an approximate statement of the number of killed, wounded, and prisoners, on the part of the enemy. One of the vessels going down in deep water, carried a part of her crew with her; another, the 'General Beauregard,' having been blown up with steam, many of her crew were frightfully scalded. I doubt whether it will ever be in my power to furnish an accurate statement of the result of these engagements. The attack by the two rams under Colonel Ellett, which took place before the flotilla closed in with the enemy, was bold and successful.

"Captain Maynadier, commanding the mortar fleet, who accompanied the squadron in the tug, took possession of the 'Beauregard,' and made her crew prisoners. He captured also, other prisoners during the action, and received many persons of the rebel fleet who returned and delivered themselves up, after their vessels had been deserted. It is with pleasure that I call the attention of the Department to his personal zeal and activity, the more conspicuous because displayed while the mortar-boats under his command could take no part in the action.

"The officers and men of the flotilla performed their duty. Three men only of the flotilla were wounded, and those slightly. But one ship was struck by shot.*

"I transmit herewith, copies of my correspondence with the mayor of Memphis, leading to the surrender of the city. At 11, A.M., Colonel Fitch, commanding the Indiana Brigade, arrived and took military possession of the place. There are several prizes here, among them four large steamers, which will be brought at once into the service of the government.

"I have the honor to be,

"Very respectfully,

Your Most Obedient Servant,

"C. H. DAVIS,

Flag-Officer,

Commanding Western Flotilla, Mississippi River, pro tem.

"Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

This is certainly an excellent report, equally without flattery or detraction. We are happy to acknowledge the just and generous encomiums passed upon the gallant and humane conduct of an officer of the army in command of our mortar fleet, who, while not

* The ship was the "*Carondelet*," and the wounded men belonged to her crew.

engaged in the battle, took steps to spare unnecessary bloodshed by rescuing our drowning foes.*

We also admire the impartiality of this report, and the flag-officer's frank and manly acknowledgment that the officers and men of the flotilla performed their duty.

COLONEL ELLETT'S REPORT OF THE BATTLE.

Colonel Ellett to the Hon. E. M. Stanton, Secretary of War.

“Opposite MEMPHIS, June 6, 1862.

“Via CAIRO, June 8, 1862,

“SIR:

“The rebels made a stand early this morning opposite Memphis, and opened a vigorous fire on our gunboats, which was returned with equal spirit. I ordered the ‘Queen,’ (my flag ship) to pass between the gunboats and run down ahead of them upon the two rams of the enemy, which first boldly stood their ground. Lieutenant-Colonel Ellett, in the ‘Monarch,’ of which Captain Dryden is first master, followed gallantly. The rebel rams endeavored to back down stream, and then turned and ran, but the movement was fatal to them. The ‘Queen’ struck one of them fairly, and for a moment was fast to the wreck. After separating, the rebel steamer sunk. My steamer, the ‘Queen’ was then struck by another rebel steamer and disabled, but though damaged, she can be saved. A pistol shot wound in the leg deprived me of the power to witness the remainder of the fight.

“The ‘Monarch’ also passed ahead of our gunboats, and went most gallantly into action. She first struck the rebel boat that struck my flag ship, and sunk the rebel. She was then struck by one of the rebel rams, but not injured. She then pushed on and struck the ‘Beauregard,’ and burst in her side. Simultaneously the ‘Beauregard’ was struck in the boiler by a shot from one of our gunboats. The ‘Monarch’ then pushed at the ‘Little Rebel,’ the rebel flag ship, and having got a little headway, pushed her before her, the rebel commodore and crew escaping. The ‘Monarch’ then, finding the ‘Beauregard’ sinking, took her in tow until she sank in shoal water. Then, in compliance with the request of Commodore Davis, Lieutenant-Colonel Ellett despatched the ‘Monarch’ and ‘Switzerland’ in pursuit of the remaining gunboat and transports, which had escaped the gunboats, and two of my rams have gone below. I cannot too much praise the conduct of the pilots, engineers, and military guards of the ‘Monarch’ and ‘Queen,’ the brave conduct of Captain Dryden, or the heroic conduct of Lieutenant-Colonel Ellett. I will name all parties in a special report.

“I am, myself, the only person in my fleet who was disabled.

[Signed]

“CHARLES ELLETT,
Colonel, Commanding Ram Fleet.”

* Credit for a like noble action is also claimed for another officer, Captain Pike, who rescued the rebel officers from the “Beauregard.” This noble conduct contrasts most favorably with that of the enemy at Hampton Roads.

The letter of a special correspondent from Memphis, will give us more light on the subject: he describes this as "a terrible scene."

A ship going down in an instant, with all hands on board, is a terrible scene—one calculated to appall the stoutest heart. The current of the river at Memphis sets close to the Tennessee side, and rushes by like a strong man in a race; the plummet gives seventy-five to one hundred feet of water. The "Lovell," being in the middle of the current, took in the gurgling, whirling water through her torn sides. Down! down!! down!!! she settled like a lump of lead. Her crew became terror-stricken. They rushed hither and thither, bereft of reason. One poor fellow, with his left arm torn off by a cannon shot, with unspeakable horror in his countenance, was seen, now beckoning to those on shore, and now looking up to heaven to the great Father of us all for help. Unavailing the cry! A moment later, and the boat with a lurch, gave way beneath his feet, and drew him down in the eddying whirlpool.

A wail of agony went up from the water and from the land. Fifty human beings were buffeting the current, grasping at sticks, and straws, and pieces of the boat, and such movable things as floated by them. "Help, help," was the cry which rose upon the air, and reached the ears of thousands amid the interval of the still roaring thunder of the cannonade. There was no help for them on shore. No pen can describe the agony of that moment to thousands. There were their friends, defeated, crushed, humiliated, drowning, and they powerless to help.

No wonder that tears were shed on shore. No wonder that women wept; they had been invited to a different entertainment—the annihilation of the "hireling Yankees." They had an exhibition of chivalry and prowess which should redeem all the ground lost in the war. Aside from the agony of the hour, was the bitterness of humiliation, terrible to those who had ridden rough-shod over all who did not accept secession.

GALLANTRY AND HUMANITY OF OUR FLEET.

No sooner was the cry for help heard than by a natural impulse there was a rush made by the men of the "Benton" to render assistance. The yawl was launched in a moment, and so eager was the crew to save the drowning that it was swamped in the rush, and two of the noble-hearted men were barely saved from

watery graves. Other boats put off from the fleet, and several were saved when nearly exhausted. Some by their own efforts reached the shore and crawled up the bank more dead than alive, and were kindly cared for by the crews of the "Monarch" and "Queen of the West." Brave and noble-hearted men are the sailors of the western fleet. Theirs all power to crush—theirs all efforts to save—to crush an enemy, to save when crushed. How glorious such conduct when contrasted with that which the poor struggling sailors of the "Cumberland" received at Hampton Roads from those on board the "Merrimac." There, rifle-shots—here, help! Bright, amid all the distress, all the horrors, all the infamy of this rebellion, will shine forever, like the stars of heaven, these acts of humanity.

Just as the "Beauregard" was sinking, Captain Pike, of the ordnance department, went alongside in his tug and rescued a rebel officer, who had been wounded by splinters, and was lying helpless upon the deck. He stated that when his commander fled, one of his brother officers stooped down and picked his pocket of a valuable gold watch.

CONFEDERATE ACKNOWLEDGMENT OF THE VICTORY.

The Confederate historian has not given us a detailed account of this battle, but alludes to its consequences very significantly: "The occupation of Memphis by the enemy was a serious disaster to the South, although it did not open the Mississippi; for it gave him extraordinary facilities for almost daily re-enforcements of men and supplies and for the preparation of expeditions to penetrate to the heart of the Confederacy."

In justice to both sides, and to give a particular and full account of this battle, we insert the following from the *Memphis Argus*, published on the evening after the naval fight (June 6, 1862):

"As was generally anticipated, several gunboats of the Lincoln fleet made their appearance around the bend above the city, this morning, arriving below the island a little before 6 o'clock. Their appearance created an immediate movement in our fleet under the brave Commodore Montgomery, who had been waiting for them, and his boats were at once headed up stream to offer them battle.

"Our fleet was composed of the following boats: 'General Price,' 'Van Dore,' (flag ship) 'General Bragg,' 'General Jeff. Thompson,' 'General Lovell,' 'General Beauregard,' 'General Sumpter,'

and 'Little Rebel,' all rams and under the supreme command of Commodore Montgomery.

"Upon arriving opposite the mouth of Wolf river, the Federal boats in the meantime advancing from the island, the order was given to fire, which was accordingly done by the 'Little Rebel.' Three shots were fired by the Confederate fleet before any reply was made by the enemy, who, however, continued advancing. A short time after, the fire was opened by the advance boats of the Federal fleet, and a brisk interchange of cannonading was kept up for some time, the shots from both sides generally wide of the mark. Up to this time no damage at all had been done. The engagement had then continued probably twenty minutes. Several more of the enemy's gunboats now came in sight. Aware of their arrival, which would give the enemy such great superiority that he could not continue the engagement at that point with any hope of success, Commodore Montgomery, who is using the 'Little Rebel' as his flag vessel, ordered the fleet to fall back. The order was reluctantly obeyed, the fire, however, being kept up vigorously. Our fleet retired to opposite Beal street, no longer in line of battle, when one of the Federal rams, name unknown, shot ahead of the remainder of the fleet in pursuit. On reaching the vicinity of our fleet, preparations were made to receive her. The 'Beauregard' at once prepared to strike. The two bore down on each other in gallant style. The contest was of short duration, as the 'Beauregard' avoided the blow intended for her, and struck her adversary forward of her wheel-house. The blow placed the Federal adventurer virtually *hors du combat*, and she hauled off and made for the Arkansas shore, where she remained during the remainder of the engagement.

"In the meantime another Federal ram started to the first's assistance, rapidly passing the city under a full head of steam. The 'Beauregard' having disabled her first adversary, turned about to run into this one, the 'Monarch.' The 'Price' also moved up, and the boats were rapidly moving together. A heavy blow aimed by the 'Beauregard,' missed her and struck the 'Price' squarely on the wheel-house, which was torn off, leaving the boat nearly a wreck. She at once made for the Arkansas shore, and at last accounts she had sunk. A number of persons on board were killed and wounded by the enemy's sharpshooters. At this period the four iron-clad gunboats of the enemy, among them we presume, the 'Benton,' 'Carondelet' and 'Mound City,' none of which had yet taken any other part than firing at a long range,

slowly advanced, moving down for the scene of action. The cannonading on their arrival was fiercely renewed, and in a short time the 'General Lovell' was pierced by a large shot which caused her to fill rapidly and settle down.

"We had by this time lost two boats, and fighting was at close quarters. The 'Little Rebel,' which was at this time in the thickest of the fight, was soon afterwards struck by one of the Federal shot.* She at once started for the Arkansas side, making it, and stopping near the 'General Price.' Commander Montgomery and a majority of the officers and men, perhaps all, escaped. The 'Beauregard' still continued vigorously firing as she retreated towards the point. Two or three of the enemy's large boats closed on her immediately, pouring in broadside after broadside. She was struck several times by shot which raked her fore and aft. A Federal ram came up also, dealt her a blow, and she commenced sinking rapidly, in deep water. At a quarter to eight o'clock the gallant vessel had already sunk until only her upper deck and chimneys were visible. A Federal tug was sent out to her assistance, in which the officers and men were conveyed to the Arkansas shore.

"The remaining Confederate boats, 'Jeff. Thompson,' 'Van Dorn,' 'Sumpter' and 'Bragg,' were now moving very rapidly down the river, aware that their only hope of safety, after the loss of the other four, and the arrival of the remainder of the Lincoln fleet, was in retreat. They soon rounded the point below *and from Memphis could [not] be seen*; but our reporter, who witnessed their movements from the 'Mound,' observed one of them run rapidly to the Arkansas shore. Reaching, it she paused, and a moment, after flames were discovered issuing from her upper deck. She was evidently permanently disabled by the enemy's fire, and abandoned and fired by her officers and crew. The pursuit still continued to the foot of President's island, as far as the eye could reach the gunboats rapidly firing as they advanced, a shot occasionally being returned by our fleet. In a short time two of the Federal iron-clads were discovered steaming back, accompanied by the 'Monarch.' The conclusion arrived at by those witnessing this retrograde movement, from the 'Mound,' was, that the remainder of our fleet had met the fate of the others.

* The "Little Rebel" was shot through her steam-chest, run ashore and deserted, before the "Monarch," which had very little headway, could reach her.

"The loss of life in this engagement cannot be estimated with any degree of accuracy. The cannonading, we presume, killed a few, but a number we know to have fallen by the enemy's sharpshooters. Whenever the contending boats came together rapid reports from guns and pistols could be distinctly heard from the shore. It is supposed that quite a number went down in the sinking vessels. Among those known to be killed was Captain Wm. Codd, of the 'General Lovell,' an old Mississippi steamboatman, and as brave and true a man as ever trod a deck. Thus closed the most hotly contested naval engagement fought on the Mississippi river."

An enormous amount of rebel property was captured by our squadron, including the formidable rams "General Bragg," "General Price," "General Sumpter" and "Little Rebel," with the "General Jeff. Thompson" destroyed. Our rams, under Colonel Ellett, and the shells from our guns, also destroyed the rebel gunboats "General Beauregard" and "General Lovell." In addition to the above we captured at Memphis, the following fine large Mississippi steamers, each marked "C. S. A.," namely, "Victoria," "H. R. Hill," "Kentucky," "New National," "Sovereign," and the "Conway," the latter being captured by the rams "Monarch" and "Switzerland," below Memphis. A large quantity of cotton, in steamers and on shore; the navy yard, and all the Confederate property, which became ours by right of conquest. We also caused the destruction of a large steam ram on the stocks (sister ship to the renowned "Arkansas"), and two fine steam tugs. The Confederates lost about one hundred killed and wounded, and one hundred and fifty prisoners. The gunboats which we captured from the enemy were soon repaired for service, but none of them were suitable for shallow water navigation.

The foregoing statements of eye-witnesses afford a very correct idea of the battle. But some allowance may be made, as usual, for the bias of interested parties. The flag-officer's report was as perfect as it was possible to make it at that time, with the information he had at his command.

No serious injury was received by any one on board the United States fleet. As already stated, Colonel Ellett had a pistol shot in the leg; and a shot which struck the "Carondelet" on the bow, broke up her anchor and anchor stock, and the fragments were scattered over her deck and among her officers and crew, wounding Acting Master Gibson, of West Virginia, and two or three others, slightly. Both of these were standing, at the time they

were wounded, on the forward deck with Captain Walke. The heavy timber which was suspended on the sides of our gunboats, at the water-line, to protect them from being sunk by the rebel rams, greatly impeded their progress in the battle, and was therefore cut adrift as speedily as possible from the side of the "Carondelet," while that vessel was in chase of the "Bragg" and the "Sumpter." The latter had just landed a number of her officers and crew. Some of whom were emerging from the bushes along the bank of the river, unaware of the "Carondelet's" proximity, when Captain Walke hailed them through the trumpet, and ordered them to stop or be shot. They obeyed immediately, and the captain ordered a tug close by to take them on board, and to deliver them to Flag-Officer Davis on board the "Benton," a short distance ahead, which was promptly done.

An atrocious act, reported in the Memphis papers, namely, that our fleet had fired into the city, cannot be denied, but that act was not authorized by any responsible officer of the fleet. It was the work of a young acting master on the flag ship "Benton," who being afterwards asked what induced him to do so replied, with a vacant smile, that he "thought it would be a good thing."

The following is the notice referred to :

"One 64-pounder from the Federal gunboats struck the residence of N. Cavelline, Esq., in South Memphis, which passed through the roof, struck a large tree, and, advancing at an angle of 45 degrees, passed through the chimney, knocking it down and completely covering up with bricks, a little boy lying in bed. It was a shell, and did not explode, and, strange to say, the little boy escaped unhurt. A shot struck the city ice house, doing no very serious damage. One larger shell fell near a crowd on the bluff, in front of the 'Cayoso,' but did not explode, and no damage was done. The bluffs in front of the city were crowded with spectators. Many ladies were seen with the tears trickling down their cheeks, humiliated at the triumph of the Federal boats. All the stores, with few exceptions, were closed, business of every kind being suspended. Not less than five thousand persons were on the wharf. The train which left on the Mississippi and Tennessee road was jammed and crammed by our citizens, many of whom had remained until the last opportunity to get away."

Jeff. Thompson, notable in partizan or border warfare, having signally failed with those terrible rams at Fort Pillow, now resigned them to their fate ; full of "Dutch courage" he, as it was said, stood reclining on his horse, watching the effect of this

desperate struggle, and seeing at last his rams all gone, captured, sunk or burned, he exclaimed, with philosophic composure, "They are gone, and I am going," mounted his horse, and disappeared from the wailing of his countrymen for a more auspicious field of action.

The smoke of the battle and from the burning steamers, cotton and all property, public or private, contraband of war—fires of their own kindling—cast a gloom over the city. About seven thousand bales of cotton alone, besides sugar and molasses in large quantities, were destroyed, while Beauregard's cavalry, scouring the country with firebrands in hand, destroyed as much more, perhaps; and martial law ruled Memphis with a high hand. But when our fleet drew near and knocked the pride out of their warriors, the subdued and the loyal people were cheered with the prospect of peace.

MORE PRESS CORRESPONDENCE WORTHY OF CREDIT.

The special correspondent of the *Missouri Democrat* (Memphis) June 18th, 1862, made the following report :

"The day after the brilliant naval victory at Memphis, a prominent clergyman who has been strongly Secesh, remarked that 'when he saw the officers of the Federal Navy pacing the decks of their gunboats during the whole engagement, and saw that the rebel officers and men were concealed, he could not help admitting in his own heart, that the Northern men were braver than the Southern.' The country seems surprised that a fleet of such great pretensions as that which was reported to be able to capture either the upper or the lower Mississippi fleet, would be completely annihilated in an hour and three minutes, at a time and place of its own choosing. To one who saw the fight there was no surprise. Furious bombast came out to attack deliberate skill. The rebel fleet came to Memphis two days before the battle, as was represented by Commodore Montgomery and his officers, 'only to coal,' previous to capturing the Federal flotilla. The citizens were called upon to bring forward any coal, however small the quantity, they might have in their dwellings. Much fuel was thus collected, and the rebel officers assured the people that no detriment would befall the city, but that many miles north they would give battle to, and entirely overthrow Commodore Davis' fleet. When, therefore, it was reported on Tuesday night, that the Yankee fleet was five miles above, there was great commotion in the minds of some, and great expectations in the

hearts of others, and notwithstanding the cannonading commenced at 5.30, A.M., on Friday, almost the entire population had collected on the bluffs to witness the engagement.

"The 'Little Rebel,' Montgomery's flag ship, was permitted to discharge two shots before our fleet made a reply, and our tardiness to enter the fight was construed by the enemy into a disrelish for the exercise. Cheer after cheer went up as our fleet seemed to retire from the approach of the enemy. The stern guns of the 'Louisville,' 'Benton' and 'St. Louis,' were then discharged in quick succession, yet still to the enemy we seemed to be retreating. The noble old flag ship 'Benton,' however, soon turned her iron broadside to the hostile fleet, and all our boats rapidly rounded to, and placed their bows to the enemy, giving him a broadside as they turned. The 'Benton' then advanced, and immediately following her went the 'St. Louis,' while the 'Carondelet,' 'Cairo' and 'Louisville' stood close abreast. Then fearfully the battle raged, first at long, but soon at short range.

"The reader has already been informed how rapidly and effectually the rebel fleet was sent down. Let us now step inside of one of our floating fortifications to note the action. Your correspondent, with the consent of Captain McGannigle, was, at the time of the engagement, on board the gunboat 'St. Louis.' The position of this boat, by rank of the commander, is the rear, her captain being the youngest commanding officer in the fleet, though in this fight the 'St. Louis' stood next to the 'Benton' on the starboard side, and dealt skillfully and terribly with the enemy. When the rebel gunboats came in sight to give battle, it was at first thought the object of the mission was a flag of truce with a message from the city authorities. This thought, however, was soon dispelled by a shot from the enemy. As soon as it was evident that a fight was on hand, Captain McGannigle descended to the gun-deck to cheer his men and encourage them to deeds of valor. The gallant young officer passed from gun to gun cautioning his men to be calm and deliberate, not to fire without taking certain aim, and to waste no ammunition at random. 'Slow and well-directed firing,' said he, 'will do much more execution than careless shooting. Here is a chance to distinguish yourselves, and sustain the fair reputation of the "St. Louis."' All the officers and men were in excellent spirits and eager for a brush. During the hottest of the engagement every man was cheerful and at his post. Captain McGannigle and Lieutenant Johnson were all the time on the spar-deck, carefully watching the movements of the

enemy's boats, and noting the effect of our shot. Pilot Underwood handled the wheel with great skill, while McDonald, the indefatigable gunner, with the coolness of a veteran, and with certain aim, sent telling charges into the approaching fleet. The bow guns, which bore the brunt of the fight, were under direction of Second Master Kendrick, and told fearfully on the enemy. The captains of these guns, Glerun, McDonald and Robinson, well heeded the advice of their commander—every shot was a 'sure pop.'

"At one time, as the boats neared the Arkansas shore, the sharp crack of rifles was heard and balls went whizzing around our ears. 'Sharp shooters in the woods,' sang out the master's mate, Mr. Crocker. 'Rake them with the broadside,' was the laconic response of our brave commander; and scarcely had the words gone forth until a dense volume of white smoke belched forth, with fiery tongues licking the water and surrounding air, a deafening roar resounded along the hollow shore, great trees were seen tumbling down, while branches, leaves, mud and rebels were scattered in every direction. This prompt response to the captain's orders was magical in its effect on the entire fleet, and forever silenced the 'tooth-pick sharpshooters.'

"During the entire engagement the 'St. Louis' allowed the flag ship to precede her, of course, and the fact that less rounds were fired by this boat than any other, is evidence that the gunner obeyed the captain's orders, 'waited for the smoke to clear up, took deliberate aim, and drove every shot to the mark.' So calm were the officers and crew, and so regular and systematic the orders and execution, that, but for the dread reality of war, the scene might easily have been construed into that of a mere holiday target practice."

THE MISSISSIPPI SAILORS EULOGIZED.

It is not surprising that these men should have been called brave even by the most haughty and boastful of enemies. What is here written of the officers and men of the "St. Louis," would likewise apply to those of all the other boats and rams, for their management was such as to merit the approbation of the whole country. Our Mississippi flotilla was navigated and controlled, in a great measure, by men accustomed to those waters, and their deeds of valor in many hard fought battles, entitled the river men to honorable association, in the pages of history, with the sailors of our navy, and won for them equal renown to that of the Eastern

fishermen in 1814, whose marvelous exploits taught the boasted navy of England how to surrender. Nor was the battle of Memphis, June 6, 1862, by any means the greatest of their achievements. "Had an overruling Providence intended to humble the haughty secessionists of Memphis by a single stroke of his power, to a finite mind there appears no more effective mode than to cause the total destruction of the rebel fleet, under the immediate observation of this much vaunted people. The quick work of our gunboats was an unmistakable evidence of Northern skill and bravery, while the defeat to the rebels was both humiliating and convincing."

It was thought by the spectators of this battle that our shot generally fell wide of their mark, but this is probably a great mistake, though a natural one. To an inexperienced observer, looking down upon the river at right angles, or obliquely with the line of firing, the effect of the shot would be seen only when it would strike the water before or after it struck the enemy, unless it lodged in her hull, and in these two cases they would hardly see it at all, as, particularly when firing over smooth water, upon a ricochet the shot will strike the water repeatedly before it reaches its destination. Otherwise its course would not be visible from such a stand-point.

The position of the contending fleets from the beginning to the end of this battle is represented in the subjoined diagrams.

The capture and destruction of Confederate property at Memphis, by our flotilla, was unsurpassed at any naval engagement during the war. New Orleans may be excepted, and its value may be safely estimated at a million of dollars.

Lieutenant-Commander S. L. Phelps, of the "Benton," in a letter to Commodore Foote, describes this battle with more accuracy than is usual with him, though it is almost exclusively in praise of the "Benton," of which he was the executive officer. This letter has, by its publication, now become historic, which leads us to state that its account of the positions and operations of the gunboats of the fleet, was very partial to his own boat.

It was very well known by the officers of our squadron that the "Benton," or flag steamer, was the slowest vessel in it, until the other gunboats were compelled to protect their sides with heavy logs, which retarded their speed so much that they could not keep pace with the "Benton." Moreover, they dared not go ahead of her without committing a breach of discipline; hence the great credit that is claimed for her superior skill and agility, on this

occasion, is somewhat equivocal. Our fleet formed in a very good "line abreast;" as perfectly as the variable strong currents would permit, at the commencement of the battle; which line was maintained until the enemy was defeated, but in the pursuit the flag steamer gradually gained on our squadron until the chase was ended, and then only was she "a considerable distance ahead," about five or six hundred yards. But before this the other gunboats had thrown off those obstructions to their progress, and were then gaining on the flag steamer. This remarkably interesting private letter, published in a historical work, reads thus: "The 'Benton,' then, as through the action, was considerably in advance of the other vessels, seemingly the most speedy of them all, and pursued the now retreating rebels with an accuracy of fire and an execution really terrible." This was a very gratifying account for the writer, no doubt, and as it was the first time the "Benton" had "led" our fleet into battle, we can cordially acquiesce in her claims for the "lion's share," of the honors in this instance.

LIST OF UNITED STATES GUNBOATS, WITH THEIR OFFICERS AT THE BATTLE OF MEMPHIS.

Iron-clad "Benton" (Flag Steamer).

| | |
|--|--|
| Flag-Officer, Charles H. Davis. | Acting 1st Assistant Engineer, Wm. C. Bleakney. |
| Lieut. Commander, S. L. Phelps. | |
| Acting Assistant Paymaster S. Henriques. | Acting 2nd Assistant Engineers, J. V. Starr, C. W. Ridgelew, Robert Long and Oliver Brady. |
| Acting Masters, George P. Lord and Gilman D. Groove. | Pilots, Richard Burch, Daniel T. Duffy and Horace E. Bigsby. |
| Acting Chief Engineer, Samuel W. Bosdwick. | |

Iron-clad "Louisville."

| | |
|---|---|
| Commander, Benjamin M. Dove. | Acting 1st Assistant Engineer, A. W. Hardy. |
| Assistant Surgeon, Abram M. Vail. | |
| Acting Assistant Paymaster, Lewis Jorgensen. | Acting 2nd Assistant Engineer, John C. Parkinson. |
| Acting Masters, R. H. Bandsman, T. M. Parker, S. C. Harrison and R. L. Ker. | Acting 3rd Assistant Engineer, D. Chapel. |
| Acting Chief Engineer, J. B. Fulton. | Acting Master's Mate, Charles L. Felton. |
| | Pilots, Samuel Williamson and Samuel McBride. |

Iron-clad "Carondelet."

| | |
|-------------------------------------|--|
| Commander, Henry Walke. | Acting Chief Engineer, Charles H. Caven. |
| Assistant Surgeon, J. I. McNeiley. | |
| Acting 1st Master, Ed. E. Brennand. | Acting 1st Assistant Engineer, Samuel S. Brooks. |
| Acting 2nd Master, O. Donelson. | |

| | |
|---|--|
| Acting 2nd Assistant Engineer, Augustus T. Crowell. | T. Murry. |
| Acting Paymaster, George J. W. Nixon. | Acting Master's Mates, Theo. Gilmore and J. C. Gibson. |
| Acting Pilots, John Demming and | Carpenter, George W. Kenney. |
| | Gunner, Francis Buford. |

Iron-clad "Cairo."

| | |
|---|--|
| Lieutenant Commanding, N. C. Bryant. | Acting 1st Assistant Engineer, Jno. Manning. |
| Assistant Surgeon, Stephen Fass. | Acting 2nd Assistant Engineer, James Wilkins. |
| Acting Paymaster, Wm. R. Winslow. | Acting 3rd Assistant Engineer, Geo. W. Aden. |
| Acting Masters, Hiram R. Haslett, James C. Moore, John Seraney and Thos. Burns. | Acting Master's Mates, Danl. D. Bond and T. J. Jobson. |
| Acting Chief Engineer, Jno. W. Hartupee. | Pilots, O. B. Jolly and Thos. E. Young, |

Iron-clad "St. Louis."

| | |
|---|--|
| Lieutenant-Commander, Wilson McGunnigle. | T. Ackerman. |
| Acting Masters, J. B. Johnston, C. J. Kendricks, Alex. Frazier, and Lewellyn P. Paulding. | Acting 2nd Assistant Engineer, James L. Smith. |
| Acting Chief Engineer, Wm. Carswell. | Acting 3rd Assistant Engineer, Jno. S. Williamson. |
| Acting 1st Assistant Engineer, Thos. | Acting Master's Mate, J. H. McAdams. |
| | Pilot, R. G. Baldwin. |

LIST OF CONFEDERATE RAMS AND THEIR COMMANDERS.

| | |
|--|---------------|
| "Little Rebel," Commodore J. E. Montgomery, | . . . 2 guns. |
| "General Bragg," Captain W. H. W. Leonard, | . . . 3 " |
| "General Beauregard," Lieutenant J. H. Hunt, | . . . 4 " |
| "General Price," 1st Officer J. E. Henthorn, | . . . 4 " |
| "General Sumpter," Captain W. W. Lamb, | . . . 3 " |
| "Colonel Lovell," J. C. Delancy, | 4 " |
| "General Jeff. Thompson," J. H. Burk, | 4 " |
| "General Earl Van Dorn," Isaac L. Falkerson, | . . . 4 " |

28 guns.

EXPEDITION UP THE WHITE RIVER.

A few days after the battle and capture of Memphis, Admiral Davis despatched the "Mound City," Commander Kilty, "St. Louis," Lieutenant-Commander Wm. McGunnigle, and "Lexington," Lieutenant-Commander Shirk (followed by the "Conestoga," on the 14th of June), with the captured transports "New National," "Jacob Musselman" and "White Cloud," and also with troops and provisions, under the command of Colonel Fitch, of the Indiana Brigade.

On the morning of the 16th this fleet steamed up the White river until 6, p.m., when they came near the little town of St. Charles, situated on a high bluff, about one hundred miles from the mouth of the river. Commander Kilty, hearing that this point was well fortified, halted and anchored out of range. Colonel Fitch sent out a company of scouts, on each side of the river, to reconnoiter; a tug was also sent ahead on the same errand, developing, as they soon discovered, the enemy's intentions. On the morning of the 17th the "Mound City," followed by the "Musselman" and "New National," with troops, then the "St. Louis," "Lexington" and "Conestoga," ran up until they came within sight of the bluffs in the bend. Half a mile in advance of them, the "Mound City" opened fire, and the troops were landed. The other gunboats passed on slowly up the river until within range of the batteries, when they poured in a steady fire, which was soon returned. They advanced in good order towards the obstructions, which the enemy invariably planted before his batteries, and continued firing. The fort opened upon them with 32 and 42-pounder rifled guns, which were the most accurate and destructive guns of that period.

EXPLOSION OF THE "MOUND CITY."

The battle was raging for half an hour longer, when a shot struck the "Mound City" on the port bow (unplated), cutting its way completely through her casemate, piercing the steam-drum, and letting fly its terribly fatal contents upon all on board but one, inflicting death or the greatest agonies on about two hundred souls. Thirty-five only escaped very serious injury. Every officer but one was scalded or killed. The first master, C. Downing, of Peoria, Ill., only escaped, he being on the upper deck out of reach of the steam. Captain Kilty was in the pilot-house, and was terribly scalded. Some of the crew jumped overboard, several were reported to have been shot by the enemy while swimming, and many were drowned.*

* With reference to the above charge made against Captain Joe Fry (formerly an officer of the U. S. Navy) that while he was then in command of the Confederate battery, and during this engagement, and while our men were struggling in the water, Fry's command fired on them with grape and canister. A letter from the captain of the "St. Louis" (which took the place of the "Mound City," immediately after that vessel was disabled) published in one of the St. Louis papers, shortly after the battle, absolutely refuted the report, and at the same time commended the personal character of Captain Fry, his former classmate, as far superior to such ignoble con-

The "Lexington," Commander Shirk, then towed the "Mound City" out of danger. The fort was taken by our troops under Colonel Fitch, without the loss of a man. The enemy's loss is not known. Their commander, Colonel Fry, who was formerly a lieutenant in our Navy, was wounded and captured.

Our gunboats were called iron-clads, but they did not deserve the name, as they were so imperfect in their armor as to be very little better than wooden vessels, and far more dangerous in the service required of them, than any other war vessels. Some of them were truly and quaintly styled "thin" or "tin-clads." They were got up under the pressure of circumstances, as the delay in building more perfect monitors then, would have been fatal to our progress into the enemy's country.

By this time, however, the nation had been fully aroused to the demands on its strength, and the present monitors were ordered to be built. But so much time was required for their completion that but one or two small monitors, and those of the most inferior class, were finished in time to be of any service. One of them, the "Osceola," at an opportune moment, rescued our "tin-clad" fleet from destruction, checked the progress of the enemy's raids into Kentucky northward, and finally held undisturbed possession of several important points on the rivers.

Had the other monitors been ready in time, many precious lives would have been saved, and the war, no doubt, considerably shortened.

And shall we benefit by this experience? In the spirit of our fathers, whose faithful warnings are esteemed so lightly, we repeat the old patriotic sentiment, "in time of peace, prepare for war." In this last expedition, however, going up the White river, Captain Kilty chased and captured the very large new steamer "Sarah Donelson," with a load of cotton, but both vessel and cargo were, as usual, claimed by loyal men (so to speak), and he did not receive any prize money, which certainly should have been granted to such a deserving and afflicted officer. He was for several years perfectly helpless, requiring the attendance of a nurse and body-servant, and he will require the latter for the rest of his life.

Lieutenant-Commander Byron Wilson, succeeded Captain Kilty, in command of the "Mound City," rendering very important

duct. We have also received reliable assurances from other friends of Captain Fry, that he did not fire, or permit his men to fire upon our men while they were in the water, on the above-mentioned occasion.

services during her subsequent career at the Yazoo, Vicksburg, Grand Gulf and Red river.

THE PROGRESS OF OUR FLOTILLA DOWN THE MISSISSIPPI RIVER
FROM MEMPHIS.

On the 29th of June, Admiral Davis' fleet proceeded down the Mississippi from Memphis, being composed of the following gun-boats and transports: "Benton" (flag), "Carondelet," "Louisville," "St. Louis," six mortar-boats in tow of transports, and the provision boats. On the 30th, met one of our "rams" between Napoleon and Choctaw Bend, which reported that Admiral Farragut's fleet had arrived above Vicksburg with eight of his vessels, and Admiral Porter, with the mortar fleet below. On the morning of July 1st, as the flotilla was passing Young's Point, at the mouth of the Yazoo river, they came in sight of Farragut's fleet above Vicksburg. We exchanged signals, and all hands of both squadrons cheered gloriously as the Mississippi flotilla rounded to, and anchored in their midst.

SCENES ON THE MISSISSIPPI.

Regret and commiseration were often manifested on the way as we steamed down the river, at the sight of desolate and deserted homes. Sometimes well-dressed negroes were seen (and others the reverse) standing on the banks; but very few of the proprietors were visible, although the wives and daughters would often appear, apparently pleading for their homes, with fear, and that womanly confidence of the southern ladies, a sight which never fails to touch the heart of the true sailor. An instance of this nature occurred while the fleet was passing Young's point. The family, consisting of several little girls and their teacher, assembled on the levee. Our officers waved their handkerchiefs, but they dared not respond, and there they stood, anxious, mute, yet efficient protectors of their homes. On a subsequent occasion, when at Alexandria, Louisiana, May 7, 1863, a young lady from the North was at the hotel, but could not get home, and was thereby very unhappily situated. When she saw our fleet and our officers, waving to her, she was so overjoyed as to answer the salute by the customary wave of a handkerchief. For this, the lady was threatened with imprisonment, which was particularly urged by her landlady; but the presence of our army and naval forces prevented this from being done. Some of the officers of the "Lafayette," being apprehensive and interested, were thus informed

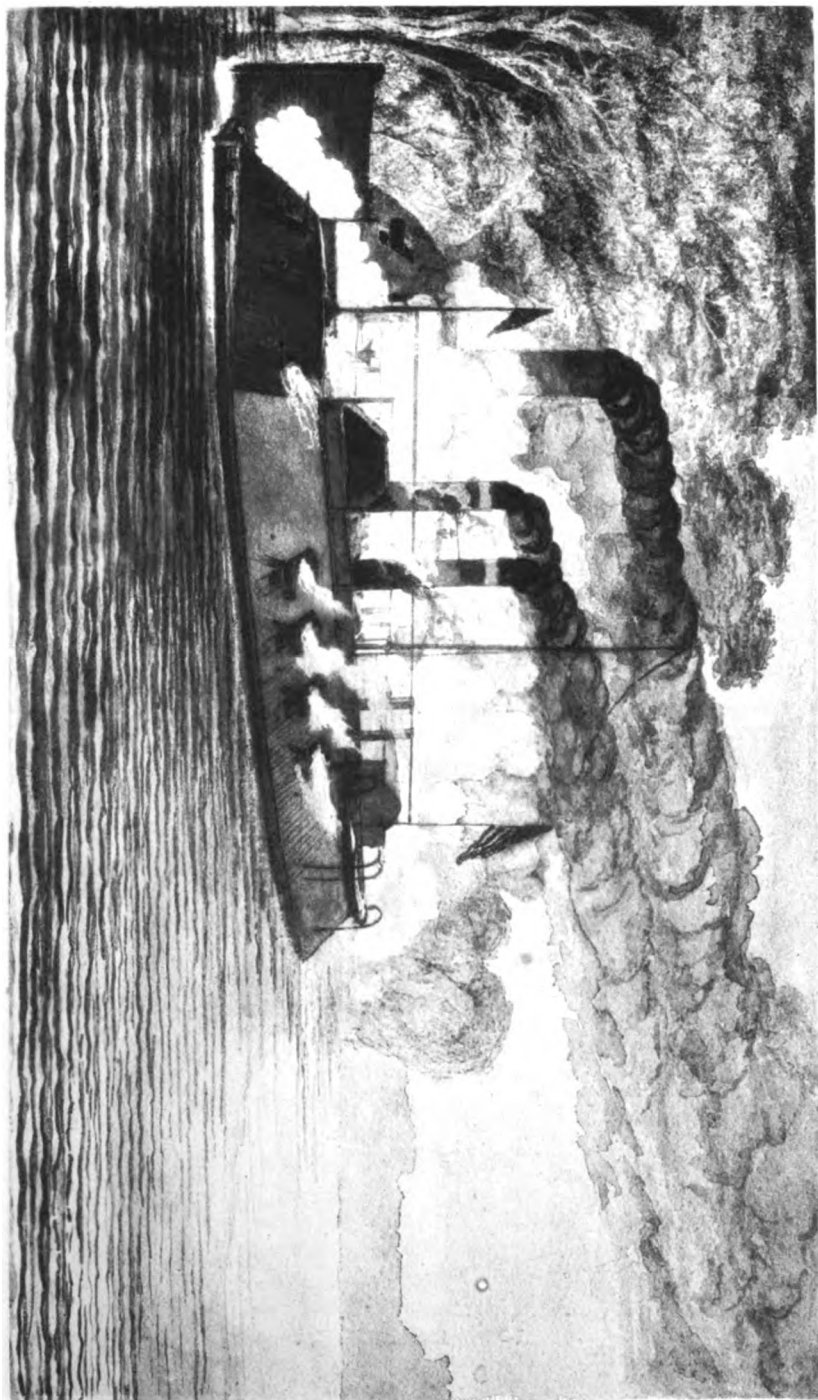
as they called on her immediately. This treatment doubly endeared our country-woman to her Union fellow-citizens, and accordingly she was invited and received on board our gunboat with the greatest pleasure, and conveyed to New Orleans, a day or two after, in one of our transports, and from thence she probably returned to her native home.

CHAPTER XV.

ENGAGEMENT BETWEEN THE "CARONDELET" AND THE RAM "ARKANSAS."

Description of the "Arkansas."—Fortunate Preparations for Action Made by Captain Walke.—An Unequal Contest.—Captain Walke's Report of the Fight.—Pilot Denning Complimented.—The Armament of the "Carondelet."—Extract from Admiral Farragut's Report.—A Slander Answered.—A Special Correspondent's Description of the Fight with the "Arkansas."—An Extract from De Soto's Letter.—Letters from Varied Sources.—*Frank Leslie's Illustrated News* Account.—No Detailed Official Record of this Battle published.—Commander Brown's Account.—The Epidemic of the Season.

THE "Arkansas" was one of the two rams which were designed and built by the Confederate government for the special purpose of destroying the United States fleet on the Mississippi. She was built at Memphis, where she barely escaped being captured by our victorious fleet in the action of June 6th, 1862. She left there in an unfinished state, being hastily removed and towed down the Mississippi and up the Yazoo river. Her consort, which was left on the stocks at Memphis, was fired by her builders, and forsaken, to fall into the hands of the victors a burning prize. As it was said that the "Merrimac" was especially fitted for service in Hampton Roads, so of the "Arkansas" it has often been truthfully remarked that she was so constructed as to be in every way suited for the Mississippi. She was built upon the most approved model, of the best material, and so as to be of immense strength. Her armor and armament were each put to the severest possible test when she passed through our combined fleet, under Admirals Farragut and Davis, above Vicksburg, when she proved herself fully equal to the glowing descriptions which had been given of her by the enemy; and, so far as her powers of resistance and attack were concerned, she far surpassed the expectations of our naval officers. She was built as a sea-going steamer, of 1200 tons; her ram, like that of her consort, captured at Memphis, was a sharp cast-iron beak, about three feet deep on her stem, projecting four feet therefrom, and clasping the bow six feet on either



Arkansas

Carondelet.

Battle between the Carondelet and Arkansas

side, and bolted through solid timber about ten feet.* Her cut-water was heavily iron-shod. She was thoroughly covered with T-rail iron upon heavy thick timber bulwarks, and cotton pressed casemating, almost impervious to shot. Her port-holes were small, with heavy iron shutters; and her machinery was below the water-line. She had, according to our most reliable reports, a battery of ten heavy guns—100-pounder, 64-pounder and 32-pounder rifled guns—and was commanded by one of the best of the Confederate officers, with a picked crew. In every respect she was far superior to the rams "General Bragg" and "General Van Dorn," which sunk the U. S. gunboats "Cincinnati" and "Mound City" at the naval battle above Fort Pillow, or the "Merrimac," except in size.

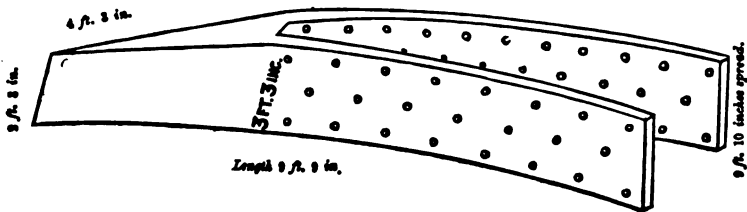
FORTUNATE PREPARATIONS.

From July 1st to 15th, 1862, our combined fleets above Vicksburg, under Admirals Farragut, Porter and Davis, had comparative rest while preparing to attack the enemy's batteries at that point. Here the commander of the "Carondelet" embraced the first opportunity of having a heavy timber casemate built over the boilers of his vessel, which protected them from the enemy's shot and shell in her subsequent career. This bulwark had only just been completed when she fought the "Arkansas," and so well did the enemy plant his shot for the boilers that they invariably lodged or struck against this casemate after they had passed through the sides.

On the 15th of July, 1862, at 4, A. M., the gunboats "Carondelet," Captain Walke, "Taylor," Captain Gwin, and the ram "Queen of the West," Captain Jos. Ford, got under way with separate and independent orders.

The "Carondelet" was then at anchor four miles below the

* Dimensions of the beak or ram of wrought iron bolted on the cutwaters of the Confederate rams built at Memphis. One is now lying in the Navy Yard, Brooklyn, New York.



mouth of the Yazoo, when orders from Flag-Officer Davis to Captain Walke, formal, brief, and verbal, were suddenly delivered by Lieutenant-Commander Phelps, late in the evening of the 14th, directing the "Carondelet" to make a reconnoissance up the Yazoo river on the following morning, and alone, as Captain Walke was induced to think, as no intimation was given that any other gunboats were to join him. Neither was anything said to intimate that the ram "Arkansas" was expected to attempt to run through our fleets then anchored above Vicksburg. The crew of the "Carondelet" were so reduced and debilitated by sickness, that she could not fight more than one division of guns. She started on her dubious voyage of discovery at early morn of July 15th, and steamed up nearly to the mouth of the Yazoo. All was calm, bright and beautiful. The majestic forest echoed with the sweet warbling of its wild birds, and its dewy leaves sparkled in the sunbeams. All seemed inviting the mind to peaceful reflection, and to stimulate it with hopes of future happiness at home. Such anticipations were altogether of too joyous a nature to last long. When at the mouth of the Yazoo, the "Taylor" and "Queen of the West," which boats had been sent on the same expedition, under separate orders from the flag-officer, passed the "Carondelet," they being faster boats, and steamed ahead.

At six o'clock the "Queen" and the "Taylor," the former two and the latter one mile ahead of the "Carondelet," discovered a large, formidable-looking ram coming down boldly upon them. They were then about six miles above the mouth of the river, where it empties into the Mississippi. The "Arkansas" (for such it proved to be), approached rapidly, and opened a brisk fire upon the "Queen of the West," which boat fired one or two shots, and began to retrace her course with all dispatch. As she passed the "Carondelet" Captain Walke ordered her to report the arrival of the "Arkansas" to the fleet. The "Taylor" also stopped her engines, and got around, firing a few shots at the enemy. As the "Queen" passed the "Carondelet" the latter was firing her bow guns into the "Arkansas."

Soon after, while the "Carondelet" was turning to avoid being fatally rammed by the "Arkansas," and at the same time firing her bow guns and then her broadside guns fairly at the enemy's bow, the "Taylor" came under her protection. Being "forward" of the upper deck of the "Carondelet," with his trumpet in hand, Captain Walke hailed Captain Gwin as the "Taylor" was passing across his bow, and ordered him to go and report the approach

of the "Arkansas" to Flag-Officer Davis; but no answer was heard, and the "Taylor" came round to the opposite side below the "Carondelet," where she remained and fired occasionally with the stern gun at long range. The "Arkansas," which was much faster than the "Carondelet," lessened her speed, and closely engaged that vessel, a running fight being kept up for about an hour, at a distance of five hundred yards to twenty feet. The "Arkansas'" bow guns were much superior to the stern guns of the "Carondelet," but the latter were so well served that the "Arkansas" suffered severely. For a while the "Arkansas" slackened her speed, but at length made a dash to pass or board the "Carondelet," when Captain Walke, who was on deck, anticipating the enemy's intentions, ran to the main hatch and ordered his boarders on the upper deck, to board or repel the enemy, which was being promptly obeyed by some of the men, but as the "Arkansas" suddenly increased her speed to pass the "Carondelet" the boarders were again ordered to their guns, and as the "Arkansas" passed within twenty feet, the "Carondelet" received her broadsides. The shot from the "Carondelet" penetrated the "Arkansas," and smashed in her pilot-house; and while passing, the "Carondelet" crowded her to the western bank of the river. But having her wheel-rope shot away while closely pressing the "Arkansas," the "Carondelet" unavoidably ran ashore herself; when she fired her bow guns in the stern ports of the "Arkansas," as she ran down the river, with her flag shot away, in pursuit of the "Taylor" and "Queen of the West." The flag of the "Carondelet" waved undisturbed during the battle. She had but four killed and ten wounded—four seriously, and six slightly. The Confederates had their commander wounded, ten of their crew killed, fifteen wounded seriously, and others, her commander reports, slightly; which was double the loss of the "Carondelet," though the latter was not half her size. The "Taylor" was at this time full of troops, who were on deck unprotected, and they suffered greatly. In view of all the circumstances attending this action, it is regarded as a good fight by the "Carondelet," as her consorts were too frail to give her any assistance. She not only maintained an unequal contest with her formidable adversary without assistance of any importance, but she detained and evidently compelled the ram to relinquish the combat, and intercepted her pursuit of the "Taylor" and "Queen of the West," and gave protection to those vessels.

The following is a copy of the report of Captain Walke to

Admiral Davis immediately after the battle, when the full amount of loss was unknown.

CAPTAIN WALKER TO ADMIRAL DAVIS.

" U. S. Gunboat " CARONDELET,"

" OFF VICKSBURG, July 15, 1862.

" SIR :

" In obedience to your orders passed to me yesterday evening, by Acting Fleet Captain S. L. Phelps, I got under way this morning, about four o'clock, and in company with the United States gunboats 'Taylor' and steam ram 'Queen of the West,' proceeded up the Yazoo river upon a reconnaissance. We had reached six miles up, when we discovered a formidable-looking ram gunboat, since proved to be the celebrated 'Arkansas.' The 'Queen of the West,' 'Taylor' and 'Carondelet,' turned to retreat down the river, to avoid being sunk inevitably, firing upon her with the bow, broadside and stern guns. The enemy vigorously returned the fire with his bow guns, while in pursuit, and had greatly the advantage of us, being thoroughly protected, and having a superior battery. We continued the fight one hour, when the 'Arkansas' came up to run into us. I avoided her prow, and as she came up we exchanged broadsides, and she passed us immediately. When we fired our bow guns fairly at her, the shot seemed to glance from her invulnerable stern. At this moment our wheel-ropes were a third time shot away, and we ran into the shore. Two shot-holes were observed in the 'Arkansas,' however, and her crew were pumping and bailing at the time, and one of her men was seen to be thrown overboard.*

" We have received very extensive damages in our hull and machinery,—having some thirteen effective shot holes through us. In the engineer's department, three escape pipes cut away, steam gauge and two water pipes. In the carpenter's department, about nineteen beams cut away, thirty timbers, three boats cut up, deck pumps cut away, and many other injuries to the vessel. We had some thirty killed, wounded and missing, in all. On board this vessel, four were killed and ten wounded; a number of our crew jumped overboard when the steam escaped, two of whom were drowned. The gunboat 'Taylor' sustained me through the fight, in a very gallant and effective manner.

" I will enclose the detailed account of the carpenter and chief engineer as soon as I can have them made. We expended about thirty 32-pounder, twentp-five 8-inch, six 30-pounder rifles, six 50-pounder rifle shot, and six 42-pounder, 5-second rifle shell.

" The officers, and most of the crew behaved in a most gallant manner. I am sir,

" Very Respectfully,

Your Obedient Servant,

" H. WALKER,

Commander, U. S. N.

" Flag-Officer

C. H. DAVIS,

Commanding United States Naval Flotilla, Mississippi."

* This man was cut in two, while looking through a port of the "Arkansas," by a cannon shot from the "Carondelet."

PILOT DENNING COMPLIMENTED

Many instances of excellent and characteristic deportment on the part of members of the crew, might be mentioned as highly deserving of praise and commendation ; one or two, however, must suffice, and may be taken as a fair specimen of our Western boatmen. Pilot Denning distinguished himself throughout this action for his fearless coolness in every emergency. He combined in his nature the affability of the cultured Frenchman with the cool and reasoning habits of the staid natives of Connecticut, and the pleasing self-possession and quiet manner of the educated river men of the West. His presence of mind under all circumstances was highly appreciated by all on board. Pilot Denning was on deck with the captain, walking among the groaning, dying and dead (who had been placed there by merciful shipmates to gain momentary relief from the stifling steam which filled the vessel), when for a brief space the deafening roar had ceased. Then immediately after came the expected death-struggle—an almost "hand-to-hand" encounter, as our powerful antagonist came rushing upon us ; and Denning, seizing his pistol and musket, advanced to meet the enemy's fierce broadside, firing away at them until they were beyond his reach. He afterwards apologized to his commander for the departure from the strict orders of duty in steering the vessel ; but his conduct had been so amusingly cool as to afford just one of those examples which do not fail of having a salutary influence upon all their comrades. Those who know Mr. Denning will readily appreciate the scene.

THE ARMAMENT OF THE "CARONDELET" MISREPRESENTED.

It may here be proper to correct some erroneous impressions conveyed in the references made to this encounter by our naval historians. It is represented that the armament of the "Carondelet" had been materially increased and improved—that she had mounted "9-inch and 8-inch guns, and a 100-pounder rifle gun." The contrary was the case ; for her battery had been reduced by the loss of two 84-pounder rifle guns, for which a 50-pounder, and a 30-pounder rifle gun had been substituted. It is further said that the wooden gunboat "Taylor" and the ram "Queen of the West," were each unarmed ; but the "Taylor's" original battery of six 8-inch or 64-pounder shell guns and one stern-chaser, a 32-pounder, had been improved only a few weeks previously by the substitution of a battery of Parrott rifled guns. This inversion is, evidently, the work of some interested party.

It was a well-known fact that during the time the "Carondelet" was under the command of Captain Walke, there were no 9-inch guns then on board, although several of the gunboats had them. Eight months after the battle with the "Arkansas," Captain Walke put them on board of the "Carondelet" from the "Lafayette," and this steamer's official record will show that "on the 4th of March, 1863, at 6.30, the 'Carondelet' came alongside to take the two 9-inch guns from this vessel." This error would not have been so noticeable were it not for the number of similar mistakes made concerning the gunboats.

In the first volume of the late *History of the Navy*, at page 516, the following remarks occur: "This statement of the armament of these boats must be received only as approximating correctness, as it is not taken from an official report. The guns on board of our vessels were so frequently changed during the war that it was somewhat difficult to determine what the *precise battery was at a specified time*, unless the commanding officer made a special report. *Some of these gunboats* carried 9-inch smooth-bore guns, and 100-pounder rifles; and it is easy to see, therefore, that they were very formidable vessels. The 'Essex' mounted a 10-inch Columbiad, with which *she often, it was said*, threw shells from Lucas Bend into the streets of Columbus." All this reference to the heavy battery of *other gunboats* appears to be made for the special purpose of justifying the pretension on the part of his informer, we presume, that the armament of the "Carondelet," in this solitary instance, is particularly described, and so greatly improved as to prepare her for accomplishing more than our combined fleet were prepared for. The enemy (as at Hampton Roads) were boasting that they would visit our flotilla shortly with another "Merrimac," and our historian, to justify the inference that the "Carondelet" alone, was sent to follow, as a sufficient protection to the two wooden gunboats, has been induced to reverse the facts by ignoring the "Taylor's" new "Parrott" rifled battery, and almost doubling the weight of the "Carondelet's" old battery of light 6, 7, and 8-inch guns, to "9-inch and 8-inch, and a 100-pounder rifle." These formidable guns belonged only to the iron-clads "Benton" (flag-steamer) and "Essex," and perhaps the "Cincinnati;" the latter two having but recently been completely repaired and improved with a new and improved armament at St. Louis or Cairo,—certainly no improvement had then been made in the "Carondelet's" battery, and these facts could easily have been ascertained if they were desired.

This misstatement was designed evidently by an expert, and, with other reports as to the positions of the boats and the length of the battle, was intended to throw the responsibility of the escape of the "Arkansas" upon the "Carondelet," and thus screen the two gunboats mentioned, and the fleet on the Mississippi.

Thus the *History of the Navy*, and the *Biography of Admiral Foote* represent the "Carondelet," the first, as leading the retreat, and the second represents her being shoved on shore by the "Arkansas."

The facts are, that the "Carondelet" was in chase of the "Arkansas," and firing into her stern, when the steering-ropes of the former were shot away, which caused her to run ashore. The "Taylor" was then half a mile at least ahead of the "Arkansas," and the "Queen" over a mile and gaining.

With the exception of the "Benton" and the "Essex," it is difficult to believe how any of this class of gunboats were so very formidable as our *Naval History* represents the "Carondelet" to have been on this particular occasion. The writers referred to, however, were "at sea," and had to determine the position of the "Carondelet" between the great extremes of being shoved on shore, and at the same time deserting those poor unarmed gunboats, leaving them to the tender mercies of the enemy. Such is the product of our official reports, and it is most probable our naval historian was instructed to follow them implicitly. In the biography referred to, there is a letter published, containing a report of this battle to Flag-Officer Foote, from the acting flag-lieutenant, who was on board the "Carondelet," with Flag-Officer Davis, on a tour of inspection, a day or two after the battle, to ascertain the facts and particulars thereof. This letter reads thus in reference to the battle: "The 'Taylor' and ram 'Queen of the West' were to go on this reconnoissance, while the 'Carondelet' should go up to the mouth of the Old river, and remain till the return of the first two. The boats left here about 4, A.M., and before 6, A.M., began firing, as we supposed, on guerrillas, bushwhackers, or the like. We, however, soon ordered steam up. It *appears* that the boats met the 'Arkansas,' very soon,—that she had a few minutes' fight with the 'Carondelet' at close quarters, in which she (the 'Arkansas') seems to have got holes below the water-line, as they were seen pumping and bailing; and that after shoving the 'Carondelet' on shore, she pushed on, now using her bow guns with effect on the old 'Taylor's' square stern, at two hundred yards distant. Gwin made a good fight of it."

This report is based on other reports by friends or enemies, according to the choice of the author of it, regardless of the official report of Captain Walke.

The guns of the "Carondelet" were heard by our fleet on the Mississippi for an hour and a-half before the "Taylor" and "Queen of the West" returned to the Mississippi river, and during most of that time the "Carondelet" was engaged with the "Arkansas" at close quarters, protecting the other boats while they made their escape.

The commander of the "Arkansas," who was wounded at the time, and probably made his report from the *bombast* of his subordinates, said, "We drove an iron-clad ashore with colors down and disabled," and it is from this that our acting fleet lieutenant took his cue when he attempted to belittle the service of a rival boat, though the *facts* and all the particulars were made known to him in the reports of the officers of that boat.

The only motive that we can imagine why our history has magnified the strength of the "Carondelet" on this occasion so pointedly, is, to prevent her from appearing as a cat's paw to our fleet.

The "Taylor" was not, we are quite sure, within a quarter of a mile of the "Arkansas" at any time; and when nearest to her the "Carondelet" was between them; and yet she alone made a "good fight on that occasion."

After the "Arkansas" passed the "Carondelet," she was running slow, and was so far astern of the "Queen of the West" and the "Taylor," that when they reached the fleet she was not in sight.

Our *Naval History* represents the "Carondelet" as the first gunboat seen "coming out of the Yazoo," leaving the "Taylor" behind making a "good fight with the 'Arkansas,'" &c., &c. All this was too cunningly manipulated to have been worked out by the historian, were he so disposed. The source was the flag steamer, and the plain intent of these false reports was to throw upon the "Carondelet" the responsibility for the escape of the "Arkansas," instead of upon the remissness of the fleet. The report of the commander of the "Carondelet" was suppressed for some reason which the *elite* of the Navy will not permit us to know.

The report of the flag-officer, though quite lengthy concerning the abortive movements of his boat and the fleet, notices the

action in the Yazoo only incidentally, as a disagreeable prelude to the events of that day, in these words: "After a severe fight with the "Taylor" and "Carondelet" in which both vessels were partially disabled," &c., &c.

Had the "Taylor" and "Queen of the West" promptly obeyed the orders from the "Carondelet" (on the appearance of the "Arkansas") to steam down and warn the fleet, this latter vessel might have been captured or destroyed, as her speed, when approaching the fleet, was so reduced that it was plain she had received serious injury from her encounter with the "Carondelet." But, as it happened, the "General Bragg" was the only boat of our fleet with steam up and ready for battle; and she was the most suitable and formidable for the emergency, as it was proven at Fort Pillow, where she sunk the "Cincinnati" with one stroke of her iron prow; yet her commander, Lieutenant Bishop, failed to attack, for want of orders, and the chance was lost.

Master McLoughlin, who was officer of her deck on this occasion, makes this statement:

"Close watch was kept for signals, none appeared; and then the mortification, regret and anger followed the daring enemy, as she steadily moved through our fleet, firing and receiving broadside after broadside. She blew up the ram 'Lancaster,' which attempted to intercept her course, and baffled every attempt on our part to intercept her way to Vicksburg."

Discipline without discretion, in this instance, may be said to have aided the escape of the enemy. The fault lay with the blind adherence to the letter of the law on one hand, by Lieutenant Bishop, and a misunderstanding or disregard of his orders by Lieutenant Gwin on the other. Yet under the circumstances as they appeared at first, it is but fair to presume that the desire to participate in the action, and his aversion to leave the "Carondelet" altogether in an unequal and desperate contest, would excuse, if not justify Lieutenant Gwin in exercising his discretion, particularly as each of the commanding officers were unfortunately acting independently, under separate orders, and seemed responsible to no one but the commander-in-chief.

Extract from Admiral Farragut's report, which expresses candidly and forcibly the naval opinion at the time.

"It is with mortification that I announce to the Department that notwithstanding my prediction to the contrary, the iron-clad ram 'Arkansas' has at length made her appearance and taken us all by surprise. We had heard she was up at Liverpool in the

Yazoo river, and Lieutenant-Colonel Ellett informed me that the river was too narrow for our gunboats to turn, and was also too shallow in some places, but suggested that Flag-Officer Davis might send up some of his iron-clad boats, which drew only six or seven feet of water. When this was proposed to Flag-Officer Davis, he consented immediately, and General Williams offered to send up a few sharpshooters.*

"The next morning they went off at daylight, and by six in the morning, we heard firing up the river, but supposed it to be the gunboats firing at the flying artillery said to be lining the river. In a short time, however, the gunboats, except the 'Carondelet' appeared, and the ram in pursuit. Although we were all lying with low fires, none of us had steam, or could get it up in time to pursue her, but she took the broadside of the whole fleet. It was a bold thing, and she was only saved by our own feeling of security. She was very much injured, and was only able to drift down at the lowest speed, say one knot, and with the current she got down to the forts at Vicksburg before any of us had steam up.

"I had a consultation with Flag-Officer Davis, and we thought it best to take the evening, when he dropped down to take the fire of the upper battery, and my squadron passed down with the determination of destroying the ram, if possible. But by delays of getting into position, &c., it was so dark by the time we reached the town, that nothing could be seen but the flashes of the guns, so that to my great mortification I was obliged to go down and anchor with the rest of my fleet to protect the transports, mortar-boats, &c. The ram is now repairing *damages* done to her. Be assured sir, however, that I shall leave no stone unturned to destroy her."

We insert the following letters of newspaper correspondents, not only for their descriptions, but also to show the comparative accuracy of their reports with the official reports made at the time, from which our present historical accounts so radically differ.

From a special correspondent on the fleet :

"U. S. Gunboat Flotilla, Wednesday, *July 15, 1862.*

"They had proceeded about five miles further, when those on the gunboats were startled by the appearance of the 'Queen'

* The reader will observe that this statement differs very materially from many others, as well as that which was made by Lieutenant-Commander S. L. Phelps.

coming full speed down the river, with, evidently, every pound of steam she could make.

"She flew by the 'Carondelet' with the words 'the "Arkansas" is coming,' without heeding Walke's orders to report it to the admiral. She came swiftly round the point and made for the 'Carondelet' but the captain (Walke) is one who knows no such word as 'back out,' and swinging around broadsides to avoid raking shots, the 'Carondelet' belched forth a whole broadside into the rapidly advancing craft. Imagine the consternation produced when the balls were seen to strike and fall harmlessly in the water."

From a reliable correspondent of the *Cincinnati Times*, July 22 :

"ACCOUNT OF THE GALLANT FIGHT MADE BY THE GUNBOAT 'CARONDELET' COMMANDED BY CAPTAIN WALKE, IN THE RECENT ENGAGEMENT WITH THE REBEL IRON-CLAD RAM 'ARKANSAS.'

"Captain Walke saw and knew his antagonist at once, but determined to give her battle, and he did so in most gallant style. There are no braver officers in the fleet than the 'Carondelet' bears. She has always distinguished herself where an opportunity occurred, and she always will, under her present commander. The Union vessel sent several shots against the mailed sides of her foe as she advanced, but did her no apparent harm. The 'Arkansas' answered with heavy metal which told fearfully on our gallant craft."

A special dispatch to the *Chicago Tribune*, July 16, 2, p.m., said : "A reconnoissance of the 'Arkansas' showed nine holes in her side, none of which, however, seemed greatly to have impaired her fighting qualities."

The *Chicago Tribune* gives the following tolerably good report of the battle.

"At daybreak on the morning of the 15th of July last, heavy firing was heard up the Yazoo river, and it was announced that the long-talked-of, long-expected ram 'Arkansas' was about to make the attempt to run the Federal fleet, and obtain a position beneath the guns at Vicksburg. The firing became more and more rapid, and a position on the hills of Vicksburg revealed the smoke of several gunboats rapidly descending the Yazoo river, keeping up a cannonade as they came. The rear boat was distinguished from the others by the large volume of smoke which she poured out, and as the chimney of the 'Arkansas' was known to be seven feet in diameter, she was at once pronounced to be the ram. All eyes

were therefore fixed on the big smoke, and it was watched with the most intense interest. Soon the ram entered the Mississippi. The fleet of Commodore Davis, together with ten boats, were lying about five miles below the mouth of the Yazoo river, and while the ram was making this distance there was a cessation of firing; the Federal boats, which had first attacked the ram up the Yazoo, having joined the fleet *some time in advance of her arrival*.

"In a few moments the firing was renewed, and became more and more intense as the ram neared the fleet, until one continuous roar announced that a strife more terrific than any this war has yet furnished, was going on. For a while immense clouds of white smoke shut out of view all movements, and only the continuous roar announced that the 'Arkansas' still lived. After some twenty minutes the big smoke emerged from beneath the white cloud, and presently there hove in sight a low black craft with the rebel flag flying at her stern, which soon made the landing. Generals Breckenridge, Van Dorn and Smith, accompanied by their aids, and followed by the populace, hurried to the river. Captain Brown, her commander, was standing on the deck, the blood running down his face. In response to the cheers of the crowd he removed his cap, disclosing a gap in his forehead, and said, 'Boys I never was under fire before, but I am not so scared as I expected to be.' He afterwards stated in private conversation, that when he came in full view of the flotilla, he had no hope of ever seeing Vicksburg.

"The boat was covered with T railroad iron, turned and matched, presenting a plain surface. The places where the balls had struck were indicated by bright, glistening spots, and literally dotted with them. Her smoke-stack was so completely riddled that it could only be repaired by sheathing. One shell struck her fair on the prow, breaking the iron plating, and burying itself in the timber beneath. An 11-inch solid shot went through her iron side on a line just above her fighting deck, passed through her smoke stack, and striking the opposite wall or side mashing a man who chanced to be there, and fell to the floor. Another shot struck the side of a port-hole and passed in, killing several. She had been considered and announced as perfectly invulnerable, and the commander himself, and all others, were astonished, at the manner in which she was torn up. Her loss consisted of ten killed, and as many wounded. One man who had recklessly put his head out of a port-hole, was cut in two by a shot, and his head and shoulders fell into the river; his legs and body were imme-

diately thrown after his head. In contrast of this recklessness, another man was so overcome with terror, that he could not stand on his feet; an unfortunate shot killed him while lying on the deck. The shot which wounded the captain, who was in the wheel-house, killed the first pilot and wounded another, and for a moment there was no one at the wheel. Her subsequent career and destruction is well known. The bravery of her commander and crew is cheerfully acknowledged by all, and the rebel ram 'Arkansas' will long be remembered for her memorable trip on the 15th of July, 1862."

Just after this battle, many reports appeared in which other gunboats were named as having taken the leading part in the fight with the "Arkansas." Thus, at Cairo the following one was published:

"Captain Graham, of the gunboat 'Taylor,' arrived here yesterday. His fight with the 'Arkansas' is one of the most gallant naval affairs of the war. For two hours and a half of the time without any support, fought his formidable adversary at a distance of from three hundred to two hundred yards. Fourteen of her shot struck him. The 'Arkansas' did not get off scot free by any means, for Captain Graham says there were five shot holes in her starboard side, which was not exposed to the fleet, and there were also several in her port side. It was a sort of 'Merrimac' performance, and we were all more scared than hurt."

The following appeared in the *New York Herald*:

"U. S. Gunboat 'Taylor,' Mississippi River,

"July 19, 1862.

"Enclosed I send an extract from our log, giving an account of the engagement between the gunboat 'Taylor' and the rebel ram 'Arkansas,' on the Yazoo river."

Here the effort is made to convince the country by the publication of the remarks in her tampered log, that the "Taylor" was the valiant craft which first (though unexpectedly) met and attacked the forbidding looking enemy, with her bow, broadside and stern guns; in fact, the "Carondelet" was most of the time between her and the enemy, in such a position that it was almost impossible for the "Taylor" to fire at the "Arkansas" with her stern or broadside guns, without firing into or over the "Carondelet"; and the nearer the "Taylor" was to the "Arkansas," with the "Carondelet" between them as a shield, the more secure she was from harm.

The reports were so untrue on this occasion, that they called forth a letter of remonstrance from Captain Walke to Admiral Davis, the flag-officer, requesting an adjustment of these misrepresentations ; but this letter seems to have miscarried.

A letter from Memphis, by a correspondent of the *Cincinnati Commercial*, was as follows :

“ Memphis, July 29, 1862.

“The news from below is interesting, though hardly cheering. We are obliged to rely principally on the accounts brought by the ‘Queen of the West,’ and as she makes out a most brilliant affair for herself, and just the other thing for the entire balance of the fleet, I am inclined to think that her story is too deeply shaded on the one side, or too highly colored on the other.”

In a Chicago paper of the 28th of July, appeared the following :—A special of the *Times* from Memphis says : “Captain Gwin, of the gunboat ‘Taylor,’ reports eight killed and sixteen wounded. He accuses Captain . . . commanding the ‘Queen of the West,’ of having made no effort whatever to bring his vessel into action. The officers of the ‘Lancaster’ say that the ‘Queen’ was the first boat that discovered the ‘Arkansas,’ and that she ran for the protection of the fleet without firing a gun, and in disobedience of a signal to come to the aid of the ‘Carondelet,’ while the latter engaged in close quarters with the ‘Arkansas.’” This report was not strictly correct.

It is not known that Flag-Officer Davis made any detailed report of this battle in the Yazoo, to the Navy Department, except that which is found in the report of the secretary. The correspondent of the *Cincinnati Times*, of July 22nd, 1862, is true in the statement “that upon the approach of the ‘Arkansas,’ the ‘Taylor’ backed for a little distance, and fired several times, giving her full leisure and opportunity to perceive that her antagonist was a powerful iron-clad ship, that could every way overpower her.” And that she ran under the protection of the “Carondelet,” is recorded in her log, as published.

The *Cincinnati Daily Commercial* says : “We are perfectly aware of the gallantry and good management of Captain Walke on several historic occasions, and no officer of the gunboat fleet has been more impartially or justly praised by our correspondent than he has.”

The war correspondent of *Cincinnati Times*, of July 22nd, 1862, and of July 18th, says : “The hostile boat had a large and beautiful flag at her stern, but the ‘Carondelet’ shot the colors away

after the fourth fire, sparing us the mortification of seeing the hateful symbol of defiance flung insolently in our faces, as the rebel passed down the river in the teeth of our helpless fleet."

In relation to the "Taylor," the *Chicago Times'* special correspondent at Memphis, July 21st, writes: "A good thing is told of Captain Gwin, of the 'Taylor,' who was sent up the Yazoo river to look after the 'Arkansas.' He disappeared on his errand with the old wooden gunboat, which is not strong enough to fight anything that carries guns, and the next that was seen of him, he came tearing down round the point, with the 'Arkansas' in his rear, putting balls through his wooden stern at every shot. His stern-chasers were blazing away manfully with as much effect on the iron walls of his antagonist as could well be imagined. He said afterwards, he was like the man who was sent out from camp to procure game for breakfast. He went out to look for rabbits and prairie chickens, and met a grizzly bear, who froze to his coat tail, and caused a precipitate retreat. Rushing back to camp with the bear in close proximity, he astonished his comrades by an uproarious sarcastic introduction: 'Here, boys!' he cried, as the grizzly bounded into camp, 'I've fetched the game!'"

The "Taylor," being the first boat despatched to Cairo with the news, reaped all the glory her officers could acquire for her and themselves by ingenious misrepresentations.

To make something like a reconciling account of the conflicting statements, two battles are represented. The "Taylor," according to the arrangements of these parties, made a long and good fight of it—one at long range; and that of the "Carondelet," (to make a fair distinction) was at very close quarters.

One of the best reports published at that time (although erroneous in some particulars) was that produced in *Frank Leslie's Illustrated News*, as follows:

"NAVAL COMBAT IN THE YAZOO RIVER BETWEEN THE U. S. GUNBOAT 'CARONDELET' AND THE REBEL RAM 'ARKANSAS.'—UNION BOATS RECONNOITER THE YAZOO.

"Next to the ever memorable combat between the 'Merri-mac' and the 'Monitor,' that of the 'Carondelet' and the 'Arkansas' is the most exciting. Like the former engagement, it ended in a drawn battle. On the 14th July, the gunboats 'Carondelet' and 'Tyler' were sent by Commodore Farragut to survey the Yazoo river, and ascertain the exact condition of the rebel iron-plated ram 'Arkansas,' about which there were various reports.

They arrived at the mouth of the Yazoo, fifteen miles above Vicksburg, at seven in the evening, and anchored for the night. Next morning, at daylight, they tripped anchor, and slowly steamed up the Yazoo, the 'Tyler' considerably in advance. About ten miles up the river, smoke was seen across a little point of land, which, as Captain Gwin, of the 'Tyler,' surmised, proceeded from the rebel ram, now rapidly steaming towards the 'Tyler.'

COMMENCEMENT OF THE FIGHT.

"In another moment a heavy report was heard from the enigmatical gunboat, and a huge round shot went howling over the deck of the 'Tyler.' Another and another followed and the craft increased her speed perceptibly, the 'Tyler,' meanwhile, turning to give her a broadside. Before the Union vessel was in position the enemy was upon her, and discharged three guns at her in rapid succession. The 'Tyler' fired her broadside, but the shot seemed, even at that distance, to have no effect upon the rebel, while the latter had pierced her opponent in several places. The stranger was iron-clad, and very strong. There was no longer any doubt that she was the 'Arkansas.' Nor was any further evidence wanting to show how vastly she was the superior of the wooden vessel, which soon turned her bow down stream, and steamed toward the Mississippi as rapidly as possible.

"Strange to say, the 'Arkansas,' in spite of her strength and weight, is quite fast—nearly as much so as the 'Tyler'—and kept very close behind her, firing at irregular intervals, while the Nationalist returned the hostile favors with her stern guns. Almost every shot of the enemy did damage, though most of them injured the boat only. One round shot entered above the stern-post, and killed and wounded eight or ten men, carrying away the heads of four sailors who were standing in a line working the piece.

"There was every prospect the 'Tyler' would be sunk or blown into the air. Yet her brave officers and crew, though they regarded their condition as desperate, still kept up a responsive fire. The enemy's shot crushed and splintered her timbers, and few of the loyal hearts on board expected to escape.

"The 'Tyler' put on all steam; and still she could gain but little upon her pursuer, which followed with the cruelty of a Fury and the directness of a Fate.

"By the time the brave Unionists reached the mouth of Old river, eight of her men had been killed and seventeen wounded.

Some of the reports give the number as eleven killed and twenty-one wounded, though I think the former more nearly correct. At present, however, no information of an entirely trustworthy character can be obtained. The only officers that suffered on the 'Tyler' are Chief Engineer — Gobel, who was killed, and John Sebastian, principal pilot, mortally wounded.

"With a heroism worthy of our cause, Captain Walke, of the 'Carondelet' ordered the 'Tyler' to proceed with all speed to alarm the fleet, and advise it to prepare for her approach, while he engaged the rebel monster. In ten minutes afterwards the 'Carondelet' and 'Arkansas' were alongside each other, and conflict commenced in earnest. The 'Carondelet' commenced with her bow guns, which were admirably worked, striking her opponent with a rapidity and precision which the enormous strength of the iron-plating alone prevented taking immediate effect. The 'Arkansas' used in return her rifled and smooth-bore guns with terrible effect, some of the shots going right through the 'Carondelet.' Five men were killed and wounded by the shot and splinters. Seeing her inability to cope with her antagonist, Captain Walke ran the 'Carondelet' alongside the 'Arkansas,' and grappled her.

THE 'CARONDELET' GRAPPLES THE 'ARKANSAS.'

"The order 'Boarders away' was instantly passed, and the crew of the Union gunboat speedily mounted the deck of its adversary. When there they found no foe to engage, and looked around for somebody or something to fight. The crew of the 'Arkansas' had retired below, and the iron hatches were closed and fastened beneath, so that it was utterly impossible to go down and continue the action. The men of the 'Carondelet' were much in the condition of one who attempts to open an oyster, but has neither knife, scissors or stone with which to perform the operation. Rifle and pistol shots annoyed them from various loopholes, and hot water and steam were sent forth from the pipes of the 'Arkansas,' while the guns of the rebels continued to play against the comparatively frail sides of the 'Carondelet.' The 'Carondelet' replied with her steam apparatus, and this kind of fighting might have continued till both were exhausted had not the vessels struck bottom, by which the grapplings were loosed and the 'Arkansas' allowed to drift down the stream, leaving the 'Carondelet' by the shore. To the surprise of those on the latter boat, the 'Arkansas' did not renew the battle, but put on all steam and moved slowly down the river.

"The 'Tyler' had, meanwhile, reached the Union fleet about half an hour before the rebel ram made its appearance, but the time had not been sufficient to prepare fully for her coming. The best, however, that could be done was done, and in an incredibly short period the Louisville, Cincinnati and Cairo were ready for the monster. The Union rams were put ready; the vessels of Farragut's squadron beat to arms, and the excitement was intense.

THE REBEL RAM ENGAGES THE UNION FLEET.

"As the 'Arkansas' approached she encountered gunboat No. 6 of Farragut's fleet, carrying one heavy 11-inch Dahlgren and two small 12-pounders at the bow. This boat received several shots from the 'Arkansas,' and replied vigorously with her big gun, sending one ball through the side of the latter. Without stopping her engines the 'Arkansas' ran past No. 6, and next encountered the 'Louisville,' which gave her the full benefit of her broadside and bow guns. The 'Arkansas' had by this time reached a position where her shot were effective in every direction, and she used all her guns at the same moment, firing at transports and gunboats indiscriminately. None of the boats were able to give the 'Arkansas' more than one or two broadsides before she was out of reach. Most of the balls were thrown at short range, but many of the solid projectiles glanced off, while the shells were shattered into a thousand fragments by the force of the concussion alone. The 'Benton,' 'Louisville' and 'Cincinnati' moved as speedily as they could turn in the river, and followed closely upon the heels of the 'Arkansas.'

"As the rebel boat passed the 'Hartford,' 'Iroquois' and 'Richmond,' she received a heavy broadside from each. The 'Essex,' which arrived only a few days since, managed to send two 100-pound steel shot fairly through the sides of the 'Arkansas,' causing her to careen fearfully. One of them is thought to have struck near her water-line and caused her to leak badly, as she kept her pump constantly going, and poured out a large stream of water from her sides. One of the 'Richmond's' 100-pound Parrott shot is also supposed to have gone completely through her. After each discharge of her guns the port-holes of the 'Arkansas' were instantly closed, her sides presenting nothing but a mass of almost impenetrable wood and iron. One of these port-holes was left open for a moment, and a ball from the 'Benton' entered, killing ten men and wounding several others. A shot from one of the boats, at short range, is said to have struck at right angles upon

the side of the 'Arkansas,' and rebounded, falling into the water close to the vessel from which it was discharged.

THE RAM KEEPS ON HER WAY.

"The 'Arkansas' did not slacken her speed during her progress down the river, but kept steadily forward, firing her guns as she moved ahead. Her speed of motion is not as great as some of her friends have thought she would attain, her immense weight causing her to draw too much water for rapid movements. Her enormous iron prow was prominent to view, but she did not attempt to use it upon any of the boats after the first attack. This was probably owing to her slow pace, and it is to her failure in this respect that we are doubtless indebted for the present safety of our boats.

THE RAM 'LANCASTER NO. 3'

at one time started for the 'Arkansas,' intending to run her down; but before proceeding far she received three shots, one of which severed her steam-pipe, by which a number of her crew were severely scalded, two of them fatally. Notwithstanding the great number of boats opposed to her, the 'Arkansas' succeeded in passing safely through and seeking the protection of the rebel batteries.

DESCRIPTION OF THE RAM.

"Two days before Memphis surrendered to the National forces the rebel ram 'Arkansas,' then in an unfinished state, was towed, with her plating and guns on board of her, down the Mississippi, and taken to a convenient place about fifteen miles up the Yazoo river, there to be finished. Her length over all is one hundred and eighty feet, and she has sixty feet breadth of beam. Her model is a combination of the flat-bottomed boats of the West and the keel-built steamers designed for navigation in the ocean or deep inland waters. Her bow is made sharp, like that of the 'Plymouth Rock' or 'Commonwealth,' and her stern tapers so as to permit the water to close readily behind her. In the center of her hull she is broad and of great capacity, and for nearly eighty feet along the middle she is almost flat-bottomed, like an ordinary freight or passenger boat on the Western waters.

"The engines of the 'Arkansas' are low-pressure, and of nine hundred horse power, all placed below the water-line, and well protected from injury by hostile missiles. Her cylinders are said to be twenty-four inches diameter and seven feet stroke. She is provided with two propellers, working in the stern and acting independently. These propellers are seven feet in diameter, and

are each provided with four wings or flanges, and are capable of making ninety revolutions to the minute. In consequence of the independent action of the engines, one propeller can be revolved forward while the other is reversed, thus permitting the boat to be turned in little more than her own length. A network of iron rods, an inch in diameter, and with meshes more than a foot across, extends around the upper part of the propellers to protect them from injury by floating logs and driftwood. When under full steam it is claimed that the 'Arkansas' can make twenty-two miles an hour down the current of the Mississippi.

"The draught of the boat, with her machinery, armament and plating, is upwards of nine feet. Her sides are covered partly with railroad iron of the T pattern, dovetailed together, and firmly bolted. Along her afterworks and around her stern she is clad with 2-inch plate iron, the whole extending thirteen inches below the water-line, and fastened in the best manner possible.

"Forward she carries an enormous beak of cast iron, which is so made that the entire bow of the boat fits into it like a wedge into a piece of timber. The supporting sides of this beak are perforated in numerous places, to admit huge bolts that pass completely through the bow and are riveted at either end. The entire beak weighs eighteen thousand pounds, and is of sufficient strength to penetrate the hull of any war vessel on the river. The sides of the boat are of eighteen inches solid timber, and, with their mail covering of railroad and plate iron, are proof against any but the heaviest projectile."

The illustration accompanying this account was "from a sketch by an officer," one of the clique, no doubt, that has before been alluded to in this work, and contains errors already mentioned, and not a few others.

In this elaborate illustration, a fleet of our gunboats is engaging the "Arkansas" in the Yazoo, including the "Tuscumbia," which was not then built, and which did not join our fleet until about nine months after this affair occurred. The report also states that the "Essex" was sending her 100-pound steel-pointed incendiary shot through the "Arkansas," "making her careen fearfully." And the "Benton" must of course appear in her right place, most conspicuously. The "Arkansas" was accommodated enough to leave open, "for a moment only," one of her impervious ports, through which a "cannon ball from the 'Benton' passed, killing ten men, and wounding several others," which was all that were reported to have been killed and wounded

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by our combined fleets. The "Benton" was all this time on the opposite or east side of the river, with the fleet of Admiral Farragut most of the time between her and the "Arkansas"; her fire being thus almost entirely obstructed.

The Navy records contain no official detailed account of this affair from the commanders of the gunboats, and our *History of the Navy* is equally devoid of any official or true account of it.

Each commander is naturally partial to his vessel, as in the smoke and confusion he can see little of the general action of the fleet, and hence the advantage of having the reports of all the commanders recorded with that of the commander-in-chief; and this, we may add, was the plan adopted by our most distinguished admirals, Farragut and Porter.

We do not mean to impute any neglect to Admiral Davis in these remarks, who always performed his duties most admirably, when supported by his officers.

COMMANDER BROWN'S REPORT.

The report of the commander of the "Arkansas" completes the narrative of this event. It was as follows:

"Vicksburg, July 15th, 1862.

"Sir: We engaged to-day, from six to eight, A. M., with the enemy's fleet above Vicksburg, consisting of four or more iron-clad vessels, and two heavy sloops of war, and seven or eight rams. We drove an iron-clad ashore with colors down and disabled, blew up a ram, burned one vessel, and damaged several others. Our smoke-stack was so shot to pieces that we lost steam, and could not use our own vessel as a ram. We were otherwise cut up, as we were engaged at close quarters; lost ten killed, and fifteen wounded; others with slight wounds.

"Very Respectfully,

"ISAAC N. BROWN."

We have already referred to this report, with reference to the "gunboat ashore with colors down," and will here say further that the "Arkansas" had run past the "Carondelet" before this vessel got ashore, which fate the "Arkansas" herself barely escaped, as she passed down with her colors shot away. The "Lancaster" was not blown up, but received a shot in her mud receiver (an attachment to the boilers of all the Mississippi boats), which caused an explosion of steam therefrom, which scalded several of her crew; this was the basis of the report that the "Arkansas" "blew up" a ram.

This report of Captain Brown, under all the circumstances and difficulties of obtaining the precise facts, was certainly very good, and there is no doubt that it was intended to be perfectly correct.

No vessel of our fleet was burned by the enemy. Captain Porter burned one of his bomb vessels, which got on shore and could not be got off.

On the other hand, one of the pilots who was in the "Arkansas" during her action with the "Carondelet," states the amount of injury which she received from the "Carondelet's" guns was not officially nor fully reported, nor was the number of deaths correctly stated; instancing the first pilot, whose death resulted from splinters and the concussion caused by a shot striking the pilot-house, while he was looking through the peep-hole. This statement rests on the authority of Mr. James J. Brady, who was associated with the pilot (Mr. John Hodges) thus killed; Captain Brown being also wounded in the head at the same time.

It was frankly and very justly admitted by honorable men, that this exploit of the "Arkansas" was one of the greatest naval feats of the war. Beset with many difficulties, with defective engines from the beginning, and in the appalling risk of running the gauntlet through our combined fleets; he was severely wounded on the head in the onset, yet he faltered not, but gallantly sped his course through the hail-storm of shot and shell; and finally received the gratulations of his friends, with that modest grace which is always characteristic of the true hero. Our navy officers may well admire the valor of their quondam friend and comrade, Captain I. N. Brown.

The slander of the "Carondelet" and her commander which was published by a Vicksburg paper and repeated recently by one in New York is unworthy of our notice.

FRIEND MEETING WITH FRIEND IN BATTLE ARRAY.

It frequently happened during the war, that men who had been friends, and had enjoyed friendly intercourse for many years, and who still cherished a fond remembrance of their former friendship, met in conflict as deadly foes, and were brought into antagonism, in some cases, even with the members of their own family, and at other times with the companions of childhood, the greatest sorrow incident to this fratricidal war. Then it was that the words of the inspired psalmist were realized in all their bitterness: "For it is not an open enemy that hath done me this

dishonor, for then I could have borne it : neither was it mine adversary that did magnify himself against me. Yea, even mine own familiar friend whom I trusted, who did also eat of my bread, hath laid great wait for me. But be Thou merciful unto me, O Lord : raise Thou me up again, and I shall reward them."*

These verses were strikingly appropriate in the case of the "Arkansas" and the "Carondelet," for the commanders of these vessels were old friends, having been shipmates and messmates in a voyage around the world, although they had not met since that voyage, nor were they aware of each others' presence until the battle was over.

The epidemic of the season commenced very soon after the date of the encounter with the "Arkansas," and our Navy and Army suffered to an alarming extent, so that the re-enforcements did not fill the vacancies which it made. At Cairo, June 12th, 1862, Paymaster George D. Wise gave the following description of our hospital steamer to Flag-Officer Foote :—

"I wish you could see our hospital boat, the 'Red Rover,' with all her comforts for the sick and disabled seamen. She is decided to be the most complete thing of the kind that ever floated, and is every way a success. The Western Sanitary Association gave us, in cost of articles, \$3,500. The ice-box of the steamer holds three hundred tons ; she has bath-rooms, laundry, elevator for the sick from the lower to the upper deck, amputation room, gauze blinds to the windows to keep the smoke and cinders from annoying the sick, two separate kitchens, for sick and well, and a regular corps of nurses."

Referring to the "Carondelet's" records of that period we find that two-thirds of her officers and crew were sick.

* From Psalms lv. and xli., in the Episcopal prayer-book, a copy of which was on board the "Carondelet," presented by the Episcopal church at Cairo, Ill. The book was carried with the vessel throughout the campaign, and received over one hundred rents and scars from the enemy's shot. After the battle with the "Arkansas," it was picked up tattered and wet from among the dead and bleeding.

CHAPTER XVI.

RECONNOISSANCES AND GUARD DUTY.

Burning of the "Sallie Wood."—Rescue of Lieutenant Wing.—The "Carondelet" at Helena.—Letter of Admiral Davis.—Sad Times for the Navy in the West.—The Injustice of the Press.—The Loyal Southerners.—Naval Orders.

BURNING OF THE "SALLIE WOOD."

The "Carondelet," having been ordered to Cairo, left for that place soon after her battle with the "Arkansas." On the 23rd of July the pilot of the ill-fated steamer "Sallie Wood" (Mr. Lucas), was picked up when he was coming down the middle of the river in a skiff. He informed Captain Walke that his vessel was fired on by the enemy's light artillery at Carolina landing, Princeton, Argyle landing, and Island 82. At the last-mentioned place the shot took effect, piercing the steam-drum and stopping the engines. The pilot ran her ashore on Island 82; the Confederates continuing fire from the opposite side of the river, until all his passengers, officers and crew were driven on the island. As the enemy, for want of a boat, could not board her immediately, Mr. Lucas returned to the "Sallie Wood," launched her skiff, took his trunk, and after destroying the mail, descended the river as far as Island 84, where he concealed himself, from which place he saw the light of his burning steamer. The following night he descended the Mississippi to a point seven miles below Carolina landing. There were about thirty-five persons on board the "Sallie Wood," thirty-three of whom were taken prisoners, most of them being sick soldiers, with one or two women, with some children. Under the direction of Mr. Lucas all the places from which the "Sallie Wood" was fired on were shelled by the "Carondelet," but there was no response elicited to indicate the presence of an armed force. The "Carondelet" continued her way up and arrived at Island No. 82 after dark, despatching an armed party to a woodman's house, to make inquiry respecting the fate of the people who were on board the "Sallie Wood."

The house was found to be deserted, although we had seen it lit up a few moments before the party reached it. The "Carondelet" steamed on slowly, the night being very dark, passing the remains of the "Sallie Wood," and stopping occasionally and blowing her steam whistle to ascertain whether or not any of our people were still on the island. No sound was heard until she reached the upper end of the island, when a feeble voice was heard calling for assistance. A boat was immediately sent on shore, which returned with First Lieutenant Wing, Co. G, 4th Wisconsin Volunteers, who had been three days without food, concealed in the driftwood. His strength was now almost exhausted. All of his companions had been discovered by the close search of the enemy, and captured. Lieutenant Wing informed Captain Walke that the mail on board the "Sallie Wood" was thrown into the river with a weight attached. The "Carondelet" had run aground in the mean time, and it took all night with "all hands" to get her afloat again.

A short distance above Island 82 a refugee surrendered himself (Mr. Montague), who stated that the Confederate batteries on the river were composed of four guns, two iron rifled 6-pounders and two brass 12-pounders. At Island 83, above Greenville, some guerrillas were quartered near a school-house, and the "Carondelet" sent her shell among them with a precision that told them their haunts were known, and they had barely time to escape; between their hasty flight and our exploding shells it was hard to tell which raised the greatest cloud of dust.

The "Carondelet" having arrived at Helena Captain Walke called on General Curtis, and gave him all the information respecting the enemy that had been collected on the passage up. This was very gratifying to the general, as several boats had passed him without stopping. He desired very much the services of one or two small fast gunboats to keep the river clear and to prevent the enemy from crossing over to his rear. His army appeared to be in very good condition.

Seven refugees from Arkansas, and one contraband, were picked up from small boats, after leaving Helena, and brought to Memphis, at which place the "Carondelet" arrived on the 30th of July. Up to this point she had made her way with great difficulty, from the want of fuel, which could only be procured by foraging parties, who were obliged to go well guarded into the enemy's country and take what could not be purchased. After a short stay at Memphis the gunboat proceeded up the river and

arrived at Cairo about the 5th of August. Nothing of importance transpired during the passage from Memphis to Cairo, and there was indeed very little more firing on our transports by the guerillas until 1863, when their operations were renewed extensively in the Cumberland and Tennessee rivers.

The "Carondelet's" repairs having again been completed (and they were on this occasion very extensive), she was reported by Captain Walke, on the 15th of October, ready for active service. She had then the honor of paying the last tribute of respect to our brave and efficient commander-in-chief, Admiral Chas. H. Davis, by saluting his victorious flag at Cairo, and also the flag of that distinguished officer, Rear-Admiral D. D. Porter, on his assuming the command of our western fleet. The following letter of Admiral Davis, in reference to the report of the above mentioned voyage of the "Carondelet," is pertinent.

"U. S. NAVAL DEPOT, CAIRO,

August 24th, 1862.

"SIR :

"Your instructive communication of July 31st, giving an account of your recent cruise up the river from Vicksburg to Memphis, fills a gap in the history of the squadron, which gives it great importance.

"I shall forward a copy to the Department.

"Very Respectfully,

Your Obedient Servant

C. H. DAVIS,

"Commander *Commanding U. S. Naval Forces on Western Waters.*

H. WALKE,

Commanding 'Carondelet.'"

These were sad times for our navy in the West, which was not only contending with the frowning battlements of the enemy, and that fell disease which grapples the stranger as "stolen fruit," but also, and worst of all, with that relentless monarch, "the Press," "mightier than the sword," and to which presidents, cotton, iron, and railroad kings must bow; therefore why not those poor servants who fight their battles for them? "Off with his head!" was the mandate which often went thundering over the land, and down fell too frequently the pride and flower of our Navy and Army. Who cannot feel for the anguish of the man who discovers that all his love and devotion to the interests of his country, and his endeavors in her defense, are neither discerned nor appreciated? But it must ever be so; for the voice of the press and of the masses, in a popular government, can overthrow and reverse platforms and campaigns, and those who make them.

The following is a sample by a correspondent of one of our western papers. He found that Yazoo means "death," and that this was making sad havoc among the poor sailors and soldiers in that region. He accordingly attacks the admiral commanding, in high style, for keeping him in such bad company, and then says :

"The results of the expedition are these : gained, nothing ; lost, the 'Carondelet' shot to pieces, the 'Louisville' disabled, the 'Benton' riddled, the 'Taylor' demolished, the 'Essex' and 'Sumpter' thrown away, the rams 'Lancaster' and 'Queen' sent into dry-dock for weeks. The loss of the 'Essex' alone to the river flotilla is irreparable. She has been under reconstruction for six months, and has cost a mint of money, and on her first trip she was cut off, and compelled to go to New Orleans. The gunboat flotilla is actually ruined, and we shall know it to our sorrow before sixty days pass over our heads."

This tirade appears to flow from superlative patriotism, which we greatly admire ; but the personalities in this case were more damaging to our country than to its officers. The writers of such effusions should remember that they are (even when true) often as discouraging to the success of a campaign, and encouraging to the enemy, as a defeat in battle. It was equally unjust and injurious to underrate our enemy by reporting that our gunboats and great guns frightened them into submission, when the graves of our brave men killed in action will prove that such was not the case.

It must be admitted that the Army and Navy officers under a republican form of government cannot expect much protection from it when attacked by the public press.

In time of war especially, the strife for advancement and rank hides *justice* from sight frequently, and men who controlled the press, and who had a capital of political influence, often aspired to and obtained positions in the Army and Navy, for which they were by no means qualified. Against them, a regular officer without influence could have little hope for a fair show before the people ; but the historian should make reparation, and bring forth the truth, the whole truth, and nothing but the truth.

THE LOYAL SOUTHERNERS.

Although the Southern States, by deserting the national flag, and, through a majority of their representatives, assuming the awful responsibility of the war, brought upon themselves the fearful punishment which followed, yet there were many loyal

Southerners who were compelled to leave all that was dear to them and suffer as those who were the principal actors in the conspiracy. Such persons had their patriotism put to the most severe test, especially the old and wealthy. And our magnanimous government found itself generally unable to protect them. Among the many thousands who thus suffered for their loyalty to the Union, were two uncles of Captain Walke, George McIntosh and William Walke, of Norfolk, Va.; the former of whom was hastened to his grave by the extreme excitement and sorrow, which he was unable to endure.

NAVAL ORDERS.

The following orders will commend themselves to the notice of naval readers, and will help to explain and render more easily understood some features of this work :

[General Order, No. 4.]

“U. S. MISSISSIPPI SQUADRON,
“Cairo, Ill., Oct. 18, 1862.

“The commanders of all vessels will see the following orders carried out, and senior officers will immediately report to me any violation of them.

“Every precaution must be taken against a surprise by the rebels, particularly in the light-draught gunboats, and for this reason they must not lie tied up to a bank at any time.

“The guns must always be kept loaded with grape and canister, and the small arms at hand, loaded and ready to repel boarders.

“Boats are never to land at places where rebels are likely to cut off the men or fire on the boats, without their being completely protected by the guns of the vessel.

“Protected lookouts must be kept on the alert at all times.

“Boats are not allowed to go on shore to get provisions, except at places occupied by the United States troops.

“No person will be allowed to pillage under any circumstances, and all those who do so are to be reported to me.

“Vessels will show as few lights as possible in navigating the river at night, and not allow the men to congregate in conspicuous places in daytime, when in suspicious looking neighborhoods.

“When any of our vessels are fired on, it will be the duty of the commander to fire back with spirit, and to destroy every thing in that neighborhood within reach of his guns. There is no impropriety in destroying houses supposed to be affording shelter to rebels, and it is the only way to stop guerrilla warfare. Should innocent persons suffer, it will be their own fault, and teach others that it will be to their advantage to inform the Government authorities when guerrillas are about certain localities.

“Every evening at sunset our vessels will go to quarters, with every thing ready for action and guns pointed for the bank. At night the watch must always be on deck, and unless otherwise ordered, no vessel will lie without low steam.

"This general order is to be passed over to any other commander who may be ordered to the vessel.

"DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron."

[General Order, No. 5.]

"U. S. MISSISSIPPI SQUADRON.

"Cairo, Ill., Oct. 18, 1862.

"Commanding officers are required to pay particular attention to the dress of their crews; and they will require the officers and men to dress strictly in the uniform of the Naval service at all times. The store vessel will accompany the squadron, and clothes can be procured at all times by making requisition on the paymaster.

"Attention will be paid to the appearance of boat's crews, who must not be permitted to leave the vessels unless properly dressed; and the commander-in-chief would regret being obliged to notice any remissness in relation to this matter.

"The flag ship will, every morning, make signal what dress is to be worn.

"A white flag will signify, dress in white; a blue flag, dress in blue; white above the blue signifies white frocks and blue trowsers; blue above the white, blue shirts and white trowsers.

"DAVID D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron."

[General Order, No. 6.]

"Mondays and Fridays will be the days set apart for general exercise at the great guns and small arms; and this rule must not be deviated from without reporting the reasons to the commander-in-chief. The crews of the different vessels will be frequently exercised in landing in boats, which are expected to be armed when called away, according to the requirements of the Ordnance Manual.

"DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron."

[General Order, No. 9.]

"U. S. MISSISSIPPI SQUADRON,

"Cairo, Ill., Oct. 20, 1862.

"Owing to the unusual number of sick in this squadron, it becomes imperative to adopt some sanitary measures to endeavor to bring about an improvement in the health of the crews.

"Hereafter breakfast will be served to the men on their turning out in the morning, and before washing decks.

"The crews are to be examined at morning and evening quarters to see if they are comfortably clad, and have their under flannels on.

"Boats are not allowed to leave the vessels in hot weather without awnings, and boat keepers are required to keep the awnings spread alongside.

“ In iron-clads, where the sun can not get to the decks, drying stoves must be freely used.

“ Commanders will, when practicable, give the crews fresh meat and vegetables three times a week.

“ The men will not be permitted to sleep in the open air, or where night dews can affect them ; but will be piped down at 8 P.M. in winter, and at 9 in summer.

“ Every means must be adopted to keep the men healthy, and although it is very desirable to have clean ships, commanding officers will do well not to wet the decks too often ; the comfort and health of the men must be the first thing to be looked after.

“ DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

[General Order, No. 21.]

“ U. S. MISSISSIPPI SQUADRON,
“ Cairo, Ill., Dec. 2, 1862.

“ Commanders of all vessels will not permit any commerce to be carried on at any points not occupied by U. S. troops, no matter what permits they may have, unless they are mine.

“ The commanders of vessels will carefully examine all steamers not in the employ of the government or carrying troops, and send to me all those carrying contraband or improper merchandise. The object is to break up carrying of anything into rebel ports.

“ I regret to say that vessels have been allowed to land goods between Helena and Memphis, and I hope a stricter lookout may be kept up in future.

“ The following vessels have been carrying contraband goods, and must be examined by every vessel that meets them.

“ Everything in the way of military clothing is contraband : men’s shoes, salt, ready-made men’s clothing, saddles, medicines, munitions of war,—and, on the whole, I think it is a good plan to pass nothing.

“ List of vessels reported as having been carrying contraband of war, viz: ‘ Blue Wing,’ ‘ Black Hawk,’ ‘ J. R. Williams,’ ‘ Lake City,’ ‘ Conway.’

“ DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

[General Order, No. 22.]

UNIFORM FOR PILOTS.

“ Frock coat, double-breasted, with nine buttons on the front, and behind the same as other officers ; three buttons on the cuffs. Shoulder straps with silver wheel half-inch in diameter ; cap, gold band, oak leaf with silver wheel in the center.

“ DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

CHAPTER XVII.

HELENA, VICKSBURG AND YAZOO.

An Instance of Insubordination.—Report of Captain Walke to Admiral Porter.—General Order.—Blockading the Yazoo.—The Cairo Sunk by a Torpedo.—Attack upon the the Enemy's Batteries at Drumgold's Bluff.—A Severe Battle.—An Ill-Advised but Gallant Undertaking.—Comprehensive Orders by Admiral Porter.—An Effective Blockade.—The "Carondelet" ordered to Protect Island No. 10.—Reports from General McClernand and Admiral Porter.

AFTER the "Carondelet" had completed her repairs at Cairo, she was ordered to Helena, Ark., when Captain Walke took command of the lower division of the Mississippi squadron, then consisting of the gunboats "Benton," "Bragg," "Mound City," "St. Louis" and "Carondelet," with the ordnance-boat "Judge Torrence," and the supply-boat "Great Western."

On the 15th of November he convoyed and co-operated with General Hovey, in an expedition to the White river, with the "Carondelet" and transports. The other gunboats, drawing too much water, could not accompany her.

[General Order, No. 13.]

" U. S. MISSISSIPPI SQUADRON,
" Cairo, Oct. 31, 1862.

" Officers in command of divisions will communicate to me in a concise manner, all information relating to the hydrography of the river on which they may be employed, making a tabular form of the returns, about the number of inhabitants, disposition of the people, &c.

" The object is to enable me to know where and when to operate to advantage with the light draft steamers.

" For this reason, all important matters should be noted, viz : the state of water between different turns, the accessibility of places, lightest stage of water, the amount of commerce, the facilities for inland attack, the ferries, and all information that may be useful here.

" DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron."

While on this service an instance of lack of patriotism and insubordination occurred on the part of a commander who had been

selected from civil life. Although great care was undoubtedly exercised in the selection of that class of officers, incompetency and lack of patriotic ardor was not unfrequently noticeable among some of the subordinate officers, and a few of the officers in command, and this, of course, measurably increased the cares and responsibilities of the chief officer in command. The case to which reference is now made occurred in the manner described in the following report :

CAPTAIN WALKER TO ADMIRAL PORTER.

“ U. S. Gunboat “ CARONDELET,”
 “ MISSISSIPPI RIVER, Nov. 21, 1862.

“ SIR :

“ The ‘ Mound City ’ arrived here last night at ten o’clock, being towed by the ‘ Maria Denning.’ I must here observe that the conduct of the officer in charge of the ‘ Maria Denning ’ was, at least, unbecoming and un-officer-like. After detailing the ‘ Mound City ’ to convoy the ‘ Denning ’ to Vicksburg, and amply supplying her with coal to go and return with, she attempted to leave or desert the ‘ Mound City ’ on their way back to Helena, and the ‘ Mound City ’ brought her to, only by firing a shot ahead of her. Upon hearing that an expedition was on the way to White river, Captain Wilson permitted the ‘ Maria Denning ’ to leave her without coal, to come up here and get some for her. But the officer in charge demurred, and required a peremptory order from General Hovey to take in one thousand bushels of coal for the ‘ Mound City,’ and to go down the river again, deliver the coal to her, and tow her up here. He then came to see me, concealing the fact of having received the above order, with the coal, and attempted to show me the impropriety of obeying the order, which was given at my request. While Captain Wilson was reporting the ‘ Mound City’s ’ arrival in person, the ‘ Maria Denning ’ slipped off and passed up the river without leaving the coal on board the ‘ Mound City.’

“ This morning, when the fleet ascended the river, I could not follow; but as the ‘ Signal ’ has just arrived, we will manage to tow up until some coal which I have ordered arrives.

“ I am sir, Very Respectfully,
 Your Obedient Servant,

“ Acting Rear-Admiral

D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.”

“ H. WALKER,

Captain, U. S. Navy.

Here is a case in point which assumes grave proportions where the fact is borne in mind that this vessel was engaged in carrying prisoners for exchange. A transport leaving her proper position under the guns of her convoy, incurs the risk of the rising of the prisoners and possible capture of the vessel, with attendant loss to the United States. The report made to the commander-in-chief in this case is apparently mild, considering the gravity of

the offense. The maxim "obey orders if your break owners," being sound in principle, should be closely followed, and cases where a departure from this principle can be sanctioned are rare indeed. Another venerated maxim, which is most important to the efficient preservation of discipline and harmony of action in the military and naval service, is that "none are fit to command but those who have learned to obey."

BLOCKADING THE YAZOO.

On the 21st of November, Captain Walke was ordered by Admiral Porter to go down and blockade the Yazoo river with all his squadron (then at Helena), except the "Benton" and "Bragg," which drew too much water. His instructions were to proceed to the mouth of the Yazoo as soon as practicable, and prevent the erection of batteries at that point, and if he found he could enter the river, he was to push in as far as possible, keeping the communication clear. These instructions were strictly obeyed. On his arrival at the mouth of the Yazoo, Captain Walke despatched a Yazoo pilot with a tug, to ascertain the depth of the water which was found to be too low to permit any of the gunboats to ascend. The river was falling at the time, and fell for several days after.*

By the 10th of December, the water had risen a few feet, and Captain Walke sent a tug and two light-draught gunboats up the Yazoo. They encountered several parties of sharpshooters on the banks of the river, who were dispersed; a number of torpedoes were also discovered in the river, and these were picked up or exploded. After the return of the expedition, Captain Walke held a consultation with the commanders of all the vessels of his squadron, which then consisted of the iron-clads "Carondelet," Captain Walke; "Baron de Kalb," Lieutenant-Commander John G. Walker; "Pittsburg," Lieutenant Hoel; "Cincinnati," Lieutenant-Commander Bach; "Mound City," Lieutenant-Commander B. Wilson; and "Cairo," Lieutenant-Commander Thos. O. Selfridge; and the light-draught gunboats "Signal" and "Marmora," Acting Masters Scot and Getty; and the ram "Queen of the West," Captain E. W. Sutherland, U. S. A., commanding.

* This man, who proved to be incompetent, and unworthy of the name of pilot, was sent to Captain Walke by Admiral Porter, being highly recommended to him by some persons who were interested in the welfare of the flotilla, and who were confident of the ability of this precocious pilot of the Yazoo river. We mention this as an instance of the great difficulty of securing competent officers of this class for our gunboats when they were indispensable.

On the following morning, Captain Walke ordered the "Cairo," "Pittsburg" (lightest draught iron-clad), the "Queen of the West," "Signal," and "Marmora," to ascend the Yazoo river under the following instructions : The small boats, with the "Signal" and "Marmora," were to proceed cautiously in the advance, and drag with grappling irons in the stern to catch the wires or torpedoes near the shore ; the wires were to be cut, and the torpedoes exploded or destroyed ; great care was enjoined upon the officers to avoid the ordinary channels of the river, to avoid running the steamers over the torpedoes. The ram "Queen of the West" was to follow the "Signal" and "Marmora," to clear the river banks of the enemy, and the "Cairo" and "Pittsburg" were also to follow in reserve, to shell the woods with their very heavy guns, and protect the expedition.

THE "CAIRO" SUNK.

After proceeding up the river eighteen or twenty miles, a number of torpedoes were discovered, some of which were picked up by the small boats, and some exploded by firing musket balls into them. But amidst the hurry and excitement of the scene, the "Cairo," advancing too rapidly (contrary to orders), was sunk by the explosion of a torpedo under her bow. This was the only mishap of importance to this squadron. All the torpedoes thus far were destroyed, and there were no breast-works or forts on the banks of the Yazoo discovered, below Drumgold's Bluff.

Lieutenant Commander T. O. Selfridge, with the officers and crew of the "Cairo" (none of whom were lost with that vessel), was immediately ordered to take passage on board the "Marmora" for Cairo, Ill., and report the particulars of his sad accident to Rear-Admiral Porter. The following day, Lieutenant-Commander Walker, commanding the gunboat "Baron de Kalb," with the ram "Queen of the West," gunboat "Signal," and tug "Laurel," under orders from Captain Walke similar to those he had previously given, proceeded about fifteen miles up the Yazoo, and in some few places received the fire of musketry from its banks. They burned the buildings of Johnson's plantation, and dragged the channel of the river, the only casualties being one man killed, and one wounded on board the tug.

A third expedition up the river was sent, but before it had made or attempted any discoveries, Lieutenant-Commander Gwin's expedition was met with, and nothing more was done until our

fleet and army arrived. The following general order had been issued to the vessels of the squadron :

“U. S. Gunboat ‘CARONDELET,’
“MISSISSIPPI RIVER, Dec. 1, 1862.

“SIR :

“The commanding officers of the vessels of the squadron in this vicinity will please to keep a quarter watch during the night, and sufficient steam to work their engines. In case the enemy should fire upon any of the squadron, the vessel nearest will return the fire immediately ; and in case they should fire from a battery or field artillery, all the squadron will go to quarters immediately, and place themselves in such a position as to engage the enemy to the best advantage. In case of the approach of the enemy's gunboats our squadron will get under way in the first order of sailing (being careful not to fire into each other) or such orders as may be given hereafter.

“I am, Very Respectfully,
Your Obedient Servant,

“H. WALKER,
Captain, U. S. N.”

The river being still very low, none but the “light draught” and most defenseless boats could cross the bar at its mouth, and these were accordingly sent first on a reconnoissance. It was not expected, however, that the light “tin-clad” gunboats could take and hold possession of a stream in the immediate vicinity of the enemy's strongest and most extensive works, which were provided with every means of capturing such vessels, or even a fleet of “tin-clads,” if they remained twenty-four hours in that part of the river alone.

ATTACK UPON THE CONFEDERATE BATTERIES AT DRUMGOLD'S BLUFF.

On the 27th of December four of our heaviest iron-clads and two gunboats, led by the lamented and gallant Lieutenant-Commander Wm. Gwin in the “Benton,” the largest, most powerful, and invulnerable steamer in the fleet, designated by the admiral as the “Old War-Horse,” attacked the Confederate batteries at Drumgold's Bluff, with the confident expectation of destroying them in a short time ; but after a severe battle of an hour and a quarter, in which the “Benton,” being in the advance, and more exposed in the narrow river than the rest of the squadron, suffered greatly, the gunboats eventually withdrew from battle. Of twenty-five shots which struck the “Benton,” none entered her casemate ; nine of them, however, plunged through her upper deck, and three or four, as we are informed, entered the ports.

The captain superintended all the desperate fighting in every particular ; but at last, to see where to point his guns with good effect, he imprudently exposed himself. While he was standing on deck by the pilot-house, observing the effect of his shot upon the enemy, with his marine glass, a cannon ball struck him on the right breast and arm obliquely, tearing away the flesh and wounding him fatally. The gunboats being so cramped in the very narrow channel, and it blowing very hard, they could not fight with effect, and were therefore obliged to withdraw from battle. The casualties reported were : Lieutenant-Commander Wm. Gwin, mortally wounded ; Acting-Master and Executive Officer G. S. Lord, slightly wounded ; Master-at-Arms Robt. Boyle, both legs shot off and killed ; Gunner N. B. Willets, wounded in the breast by splinters ; Thomas Smith, thigh shattered (since died) ; Alex. Campbell, seaman, jaw shattered ; Alex. Lynch, seaman, slightly wounded in the head ; Stephen Walsh, seaman, wounded in the leg slightly ; James Cullen, seaman, slightly wounded in the head ; Geo. Gollender, seaman, slightly wounded. These casualties all occurred on board the "Benton."

It should be stated, in justice to Admiral Porter's better judgment, that this expedition somewhat exceeded his instructions and advice, and no one in the squadron regretted the unfortunate result more than himself.

THE ATTACK.

It was unquestionably a very gallant attack to divert the enemy in favor of the advance of General Sherman's army, but it proved to be very costly. It was of little avail to attack formidable works of the enemy at Haines' or Drumgold's Bluffs then, because there was no reasonable prospect of holding possession of them without a large army. The results of the service rendered in these narrow, crooked rivers, and the numerous graves of our brave officers and men on the banks of the Tennessee and Cumberland, may be accepted as conclusive proof that the light-draught gunboats necessarily used on such expeditions could not cope with the enemy's field artillery ; and yet it has been a matter of surprise with many that this enterprise at Haines' Bluff was not successful. Some, also, have wondered why our gunboats did not capture Grand Gulf without troops to hold it ; and others have wondered why our boats did not attack and capture Fort Columbus' batteries and the rebel transports at the battle of Belmont. Such persons form an estimate of the capabilities of our western

flotilla, which, though doubtless very flattering, was altogether exorbitant. From the early successes of our western gunboats it was not surprising that more was expected of the gunboats than could possibly have been accomplished under the circumstances. It is enough to state that orders were faithfully obeyed; and it may be anticipated that time and a more accurate knowledge of the circumstances will do a great deal towards dispelling all such mistaken ideas. What is needed is that the truth should be clearly told, so as to supplant the errors which have crept into the historical accounts now found in all our libraries.

On the 28th of December, 1862, Admiral Porter, with the remainder of his flotilla, arrived at the mouth of the Yazoo, and made preparations for ascending that river, with the transports containing General Sherman's army, and to cover their debarkation when he made his attack on Vicksburg.

The following comprehensive orders of Admiral Porter reveal the movements of his flotilla.

ORDERS TO THE FLEET WHILE IN THE YAZOO RIVER.

[General Order, No. 25.]

U. S. MISSISSIPPI SQUADRON,

Dec. 31, 1862.

"The vessels will be a little above Chickasaw Bayou ready to go into action at half past 3, A.M., and when the order is given to advance, will take the position marked on the chart.

"The ram 'Lioness' will go ahead and clear the river of torpedoes. The 'Louisville,' 'Baron de Kalb,' 'Cincinnati,' and 'Benton,' will leave room for her to return, keeping on the left hand side of the river going up. Open fire as the forts discover themselves, and give them shell and shrapnel at the proper distance. When the soldiers are ready to land, the transport steamers will pass between the vessels astern; 'Carondelet,' 'Pittsburg,' 'Mound City,' 'Tyler,' 'Lexington,' 'Marmora,' and 'Forest Rose;' they will stop firing as the steamers come up, and close on the forts above. Rockets will be sent up for all the steamers to stop firing when the troops are ready to charge. If the troops are driven back, and do not get to the fort, these steamers will retire around the bend out of gun-shot. The signal to retire will be continuous signals of costens. Good look-outs must be kept for the above-mentioned signals.

"Let there be no confusion, and do not foul each other, if it can be helped, but retire in line out of fire, the stern vessels going first. Let every light be put out on the vessels, except the battle lanterns. Keep the ports covered as you go up, and until the battle commences. I will put false lights on the left side for the enemy to fire at. There will be explosions on the raft, explain it to the crews.

"Each iron-clad will carry a red light in her stern port.

"DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron."

ORDERS TO THE FLEET WHEN LEAVING THE YAZOO RIVER.

[General Order, No. 27.]

" U. S. MISSISSIPPI SQUADRON,

" January 2, 1863.

"The vessels up the river will get under way in the following order ; the senior officer, Lieutenant-Commander Owen, coming last, and seeing that nothing is left behind. The vessels down by Chickasaw Bayou, will signalize, or send the 'Marmora' up to notify those above that the transports have gone, when they will move down, keeping behind each other in supporting distance. Keep steam up, and anchor in line at the mouth of the Yazoo, on the right hand side of the river.

" DAVID D. PORTER,

*Acting Rear-Admiral**Commanding Mississippi Squadron."*

[General Order No. 28.]

"The iron-clads up and down the river will keep their guns loaded with solid shot, in case a ram comes down. The enemy's ram, if it comes, will be attacked by our rams, when the iron-clad's cables must be slipped, and the ram engaged at close quarters. A look-out boat is kept up river, and the signal for danger will be guns fired by her. The lower vessels will close up at once, without waiting for orders, and do all they can to destroy the enemy's vessel. A bright look-out must be kept down river as well as up. Signalize the moment a stranger is seen, and prepare to act together. Every officer must take for granted that the enemy will annoy us in every way and will not wait for orders when danger unexpectedly confronts him. An officer can never make a mistake in firing a gun at his enemy.

" DAVID D. PORTER,

*Acting Rear-Admiral**Commanding Mississippi Squadron."*

AN EFFECTIVE BLOCKADE.

The effective character of our blockade of the Yazoo had so annoyed the enemy, and interrupted his supplies, that he resorted to some rare devices to evade it. The nature of one of these schemes will be understood from the following communication, which was forwarded to Captain Walke through Lieutenant Shirk :—

GENERAL DEVEREUX TO MAJOR WATTS.

" HEADQUARTERS SECOND DISTRICT DEPARTMENT,
MISSISSIPPI AND EAST LOUISIANA,

VICKSBURG, Miss., Dec. 6, 1862.

" MAJOR :

"I am instructed by Major-General Smith to say that he has learned with much surprise that a number of the enemy's gunboats have followed their flag of truce within our military lines, and are now lying at or near Young's Point. This is wrong, and considered to be an infringement on that sacredness which is attached to a flag of truce. Orders have been given to

our forces as far up as Terrapin Neck, to make no hostile demonstration during the presence of the flag, and in the same spirit is expected that the Federal officers in command, will at once order the armed boats not present as an escort to proceed above Terrapin Neck, and not again come below until the flag passes that point. You are desired to make this demand.

"I am, Major, Very Respectfully,

Your Obedient Servant,

"JOHN G. DEVEREUX,

Major & Ad. General.

"Major

A. G. WATTS,

Agent for Exchange of Prisoners."

Of course we could not be influenced by any such stratagem; the enemy had fired upon our gunboats from Terrapin Neck, and had endeavored to drive us away; but failing in the attempt, with the loss of some men, his force had been dispersed by the guns of our squadron. The above letter, therefore, had no effect upon the movements of the squadron.

The Yazoo was kept clear of all obstructions, and the torpedoes were removed nearly up to Haines' Bluff, and the banks of the river were cleared of the enemy, except that here and there a party of skirmishing sharpshooters would appear, and speedily disappear on its banks. No dangers attended the navigation of the Yazoo to the above point, with ordinary caution and obedience to orders.

During the blockade by our squadron in the lower Mississippi, under Captain Walke's command, one man only was killed, and a few were wounded, by the guerrillas who fired from the chaparral banks. Several of the enemy were killed and wounded by our shot on these occasions, according to the reports of a refugee. While the expedition under Porter and Sherman was up the Yazoo river, on December 26th, 1862, the "Carondelet" was ordered up the Mississippi for the protection of Island No. 10, which was then threatened by the enemy, and was being deserted by our troops. Stopping on the way thither at Fort Pillow, the captain went on shore, and proffered his services to the army commandant there, but they were coldly declined. This was a few weeks only before the capture of and massacre at that post. The "Carondelet" then proceeded up the river with all the speed she could make, and arrived at Island No. 10 after the enemy had abandoned the attempt to regain possession of that strong position.

The attempt upon the island had been made by a Confederate force of about three or four thousand men, composed of cavalry, infantry, and artillery, at 11, P. M., on February 3rd,

1863, from the banks of the river on the Tennessee shore, their artillery from that post throwing shot and shell into the island ; thus intercepting our transports, and again blockading the Mississippi river, until the gunboat "New Era," came to the relief. This raid had created such a panic at Columbus and Hickman, that the commanding officer of our army at that station destroyed upwards of one hundred thousand dollars' worth of property, which was of great value to our army at that time, to prevent its falling into the hands of the enemy. The following dispatch was sent in consequence of the attack :

"Brigadier-General J. M. TUTTLE,

Commanding Post at Cairo :

"Island No. 10 was attacked by rebel cavalry and artillery, numbering three or four thousand. Send the steamer 'United States' down with troops, as stated in your last telegram, but do not expect troops from here to-day. I need them at the island.

"COLUMBUS, Feb. 3, 1863.

"ASBOTH,

Brigadier-General, U. S. Army."

CAPTURE OF ARKANSAS POST.

Admiral Porter, with the "Louisville," "Baron de Kalb," and "Cincinnati," with the wooden and light-drafts "Black Hawk," "Lexington," "Rattler," "Glide," "Signal," "Forest Rose," "Romeo," "Juliet," and "Marmora," attacked Arkansas Post, in conjunction with General J. A. McClernand, on the 4th of January, 1863.

The following were the preliminary orders issued to the fleet by the admiral, previous to the attack :

[General Order, No. 29.]

"U. S. MISSISSIPPI SQUADRON,
Jan. 4, 1862.

"If the vessels find coal at Napoleon, they will stop and supply themselves, if not, rendezvous at the mouth of White river.

"Let the transports do the towing, and save all the coal possible. Take in wood when convenient.

"DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron."

[General Order, No. 30.]

"In ascending the White and Arkansas rivers, the following order will be observed.

"Lieutenant-Commander Watson Smith will go ahead in the 'Rattler,' sounding with the lead, and when he comes to shoal water, (less than nine feet,) he will hoist the cornet. If he can go through with that depth of water, he will

hoist the blue jack. The 'Romeo,' 'Juliet,' and 'Forest Rose,' will follow the 'Rattler,' sounding with two leads, their guns trained forward of the beam, and the fuses cut to one second. The 'Marmora' will go ahead of this ship, sounding, and the guns similarly prepared. Vessels will not wait for orders to fire when they see the enemy's troops, or when fired upon. Commanders will look out for torpedoes, or floats, or wires extending from the bank. Boats will be kept manned to remove them. The 'Louisville,' 'Baron de Kalb,' and 'Cincinnati,' will come after this vessel. The 'Signal' will follow the twentieth transport, and the 'Lexington' will bring up the rear.

"The 'Red Rover' and 'Torrence' will remain at the mouth of White river, and guard it and the coal barges, notifying any light-draft gunboats, and all coal or store boats, to stop at the mouth of White river until further orders.

"The cornet over the jack will signify danger near from the enemy.

"DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron."

As soon as the army was ready on shore, the attack was commenced, in the afternoon, by Admiral Porter, with his whole fleet. The advance was made under a tremendous cannonade. A gunboat was at the same time sent past the fort to cut off the enemy's retreat, but she was stopped by a barricade, and obliged to return, after being very much cut up. The army also attacked the enemy's works, and were preparing for a decisive assault, when the enemy hastily struck their flag, and hoisted a white one.

During the battle, re-enforcements of the enemy came down the river on their transports, and landed troops; some of them were captured, however, by our army before they reached the fort; the steamers escaped.

The fort was at first gallantly defended by Colonel J. W. Dunnington, formerly a lieutenant in the U. S. Navy. As a prisoner of war, a few days after the battle, on his way up to Cairo, he said that he had no thought of surrendering when he first heard that the white flag was raised on all their flag-staffs by order of their commander-in-chief. He ordered it down from his flag-staff, and hoisted the Confederate flag again, and continued the fight for some time after, even when he was told that their army had surrendered, and declared that he would not strike his colors. On being informed that all their works in the rear had surrendered to our army, and that the consequences would be terrible to their troops if he persisted in firing any longer, he surrendered to Admiral Porter. The following are General McClelland and Admiral Porter's reports :

GENERAL M'CLERNAND TO GENERAL U. S. GRANT.

"HEADQUARTERS, ARMY OF THE MISSISSIPPI,
Post of Arkansas, Jan. 11, 1863.

"Major-General U. S. GRANT,
Commanding Department of the Tennessee :

"GENERAL :

"I have the honor to report that the force under my command attacked the post of Arkansas to-day at one o'clock, having stormed the enemy's works. We took a large number of prisoners, variously estimated at from seven to ten thousand, together with all his stores, animals and munitions of war. Rear-Admiral David D. Porter, commanding the Mississippi squadron, effectively and brilliantly co-operated, accomplishing this complete success.

"JOHN A. MCCLERNAND,
Major-General Commanding."

ADMIRAL PORTER TO SECRETARY WELLES.

"U. S. MISSISSIPPI SQUADRON,
Arkansas Post, Jan. 11, 1863.

"SIR:

"I have the honor to inform you, that on the 4th of January, General McClernand concluded to move up river upon the post of Arkansas, and requested my co-operation. I detailed three iron-clads, the 'Louisville,' 'Baron de Kalb,' and 'Cincinnati,' with all the light-draft gunboats, all of which had to be towed up the river. On the 9th, we ascended the Arkansas river as high as Arkansas Post, when the army landed within about four miles of the fort. The enemy had thrown up heavy earth-works and extensive rifle-pits all along the levee. While the army were making a detour to surround the fort, I sent up the iron-clads to try the range of their guns, and afterwards sent up the 'Rattler,' Lieutenant-Commander Watson Smith, to clear out the rifle-pits and the men behind an extensive earth-work in front of our troops. The 'Black Hawk' also opened on them with her rifled guns, and after a few fires the enemy left their works and our troops marched in.

At two o'clock General McClernand told me the troops would be in position to assault the main fort, a very formidable work, and I held all the vessels in readiness to attack, when the troops were in position. At 5.30, P.M., General McClernand sent me a message stating that everything was ready, and the 'Louisville,' 'Baron de Kalb,' and 'Cincinnati,' advanced to within four hundred yards of the fort, which then opened fire from three heavy guns and with musketry. The superiority of our fire was soon manifest; the batteries were silenced, and we ceased firing, but no assault took place, and it being too dark to do anything, all the vessels dropped down and tied up to the bank for the night. The 'Baron de Kalb,' Lieutenant-Commander Walker, 'Louisville,' Lieutenant-Commander Owen, and the 'Cincinnati,' Lieutenant-Commander Bache, led the attack, and when hotly engaged, I brought up the light-draft vessels, 'Lexington' and 'Black Hawk,' to throw in shrapnel and rifle shell. This fire was very destructive, killing nearly all the artillery horses in and about the fort.

“When the battery was pretty well silenced, I ordered Lieutenant-Commander Smith to pass the fort in the light-draft iron-clad, and enfilade it, which he did in a very gallant and handsome style, but suffered a good deal in his hull in doing so. All his cabin works were knocked to pieces, and a heavy shell raked him from stem to stern in the hull. Strange to say, two heavy shells struck his iron plating (three-quarter-inch) on the bow, but did not injure it. He got past the fort, but became entangled among the snags placed in the river to impede our progress, and had to return.

“In this evening attack the vessels of all the commanders were well-handled, particularly the iron-clads. It was close quarters all the time, and not a gun was fired from our side until the gunboats were within four hundred yards from the fort. The condition of the fort attests the accuracy of the fire, and the prisoners inside give the ‘Baron de Kalb,’ Lieutenant-Commander Walker, the credit of doing the most execution. I was informed again this morning by General McClelland, that the army was waiting for the navy to attack, when they would assault the works. I ordered up the iron-clads with directions for the ‘Lexington’ to join in when the former became hotly engaged, and for the frailer vessels to haul up in the smoke and do the best they could. The ‘Rattler,’ Lieutenant-Commander Smith, and the ‘Glide,’ Lieutenant-Commander Woodworth, did good execution with their shrapnel, and when an opportunity occurred I made them push through by the fort again, also the ram ‘Monarch,’ Colonel Chas. Ellett, and they proceeded rapidly up the river to cut off the enemy’s retreat by the only way he had to get off.

“By this time all the guns in the fort were completely silenced by the ‘Louisville,’ Lieutenant-Commander E. K. Owen, ‘Baron de Kalb,’ Lieutenant-Commander J. G. Walker, and ‘Cincinnati,’ Lieutenant-Commander G. M. Bache; and I ordered the ‘Black Hawk’ up for the purpose of boarding it in front. Being unmanageable she had to be kept up the narrow stream, and I took in a regiment from the opposite side to try and take it by assault. As I rounded to, to do so, and the gunboats commenced firing rapidly, knocking everything to pieces, the enemy held out a white flag, and I ordered the firing to cease. The army then entered and took possession. Colonel Dunnington, the commander of the fort, sent for me, and surrendered to me in person. General Churchill, of the rebel army, surrendered to the military commander. Our army had almost surrounded the fort, and were preparing to assault, and would no doubt have carried it with ease. They enfiladed it with rifled field pieces, which did much damage to the houses and light work, leaving their marks in all directions. I do not know yet what were the operations on the land side. I was too much interested in my own affairs, and in placing the vessels as circumstances required.

“In all this affair there was the greatest zeal on the part of the officers commanding to carry out my orders, and not a mistake of any kind occurred. No fort ever received a worse battering, and the highest compliment I can pay those engaged is to repeat what the rebels said: ‘You can’t expect men to stand up against the fire of those gunboats.’ A large number of persons were captured in the fort—I don’t know how many—and at sundown the army were hurrying in the cavalry and artillery. I herewith enclose the reports of the commanding officers, and a list of killed and wounded, and will take another occasion to mention to the Department the names of those

officers who have distinguished themselves particularly, though it is hard to discriminate when all did their duty so well.

"I have the honor to be,

"Very Respectfully,

Your Obedient Servant,

"DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron."

"HON. GIDEON WELLES,
Secretary of the Navy."

This victory is generally accredited equally to the Army and the Navy. The losses in the Army were, however, much greater than fell to the Navy; the former having one hundred and forty-six killed and missing, and eight hundred and thirty-one wounded, while the fleet had three killed, and twenty-six wounded. The enemy reported sixty killed, and eighty wounded, and a loss of five thousand prisoners, seventeen cannon, and three hundred small arms.

The Navy was fortunate in its immunity from heavy loss in killed and wounded generally. It was exempt from many of the trials incident to land operations, especially from the fate of falling into the enemy's hands as prisoners. Here let us note that our naval forces on the Mississippi treated the prisoners in their hands with a kindness, in happy contrast, generally, we regret to say, with the course of the enemy. Our prisoners were treated almost, if not quite, as well as our own troops, on the principle that the poor soldiers were but the instruments of others.

CHAPTER XVIII.

THE "LAFAYETTE."

Ram Gunboat "Lafayette."—Her Debut upon the "Father of Waters."—Breaking the Rebel Blockade at Vicksburg and Grand Gulf.—The "Lancaster," "Switzerland" and "Dummy."

On the 22nd of January, while the "Carondelet" was guarding Island No. 10, Captain Walke received orders detaching him from that vessel, instructing him to take command of the U. S. ram gunboat "Lafayette," which was then at Cairo, completing her equipment and receiving her ammunition, stores, officers and crew. The "Lafayette" was over two hundred and eighty feet long, and about forty feet beam, with a heavy sharp iron prow or ram. Her armament consisted of two 11-inch Dahlgren bow guns, four 9-inch broadside guns, two 24-pounder howitzers, and two 100-pounder Parrott rifled stern guns. Her lower bulwarks and hull were plated with one inch iron, placed over one inch thick of India rubber. The upper bulwarks were plated with three-quarter inch iron, and also the pilot-house and her upper deck covered with a half-inch iron plating. She was a side-wheel steamer, but floated so deep that her guards were in the water, obstructing her speed, and rendering her almost unmanageable when she started down the river. Her speed was afterwards increased very much by lightening her and cutting away some of the wheel guards.

The following is a list of the "Lafayette's" officers when she was commissioned at Cairo on the 27th of February, 1863 :

| | | | |
|----------------------------------|-----------------|---------------------------------|--|
| Captain, H. Walke, U. S. Navy. | Act'g | Ensigns, Fred. G. Sampson, Vol. | |
| Acting Master, Ed. Morgan, Vol. | do. | Elias Smith, do. | |
| Chief Engineer, Robert Tate, do. | do. | J. L. Morgan, do. | |
| Paymaster, James P. Kelly, do. | do. | J. S. Bryant, do. | |
| Surgeon, H. Beauchamp, do. | 1st Ass't Eng., | Albert M. Rowe, do. | |
| Pilots, John Denning, do. | 2nd do. | Jas. Wilkins, do. | |
| do. Robt. Keyes, do. | 3rd do. | J. R. Paul, do. | |

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| | | | |
|--|------|---------------------------------|------|
| 4th Ass't Eng. Ebenezer Hill, | Vol. | Master's Mate, H. C. Marsh, | Vol. |
| Gunner, George Price, | do. | do. Wm. P. Higbee, | do. |
| Carpenter, C. N. Underwood, | do. | do. Thos J. Twitchell, | do. |
| Master's Mate, Paul Morgan, | do. | do. H. G. Warren, | do. |
| do. Sturges O. Lovell, | do. | do. F. H. Dumont, | do. |
| do. Chas. Slocum, | do. | Paymaster's Clerk, H. F. Frost. | do. |
| Passenger, Acting Lieutenant J. McLeod Murphy. | | | |

Previous to her departure from Cairo her captain and officers had the honor of presenting the Rev. Isaac P. Labach, who had just built an Episcopal church in that place, with the plate for the communion service, which he inscribed with her name. The remembrance of his early training often warms the heart of the faithful sailor, as he thinks of such cheering promises as "The angel of the Lord encampeth round about them that fear Him, and delivereth them;" "We have wished you good luck, ye that are of the house of the Lord." Good luck followed the "Lafayette" and her people through all her battles. Though her hull was pierced through with rifle shot and shell, none of her officers or crew were ever seriously hurt. These facts are interesting in connection with the first service of the "Lafayette," and it may also be mentioned that her officers and crew observed a proper regard for the ceremonials of divine service. Ancient mariners would have called the offering a propitiatory one, and would therefore have attributed their subsequent successful career to the especial favor of the Almighty. But without being superstitious the officers of the "Lafayette" regarded their contributions as a small but "reasonable service," remembering the promise "Blessed are they that sow beside all waters." The Navy generally, wheresoever serving, are not insensible to pastoral appeals for the help of churches. Peculiarly such appeals are always honored, and strange as it may appear to the careless and unconcerned, this church was built in the midst of a fierce war by contributions from the officers of the Army and Navy and a few residents, with less trouble or delay than it would have been in times of peace and prosperity.

The active service of the "Lafayette" commenced with her departure for the Yazoo river, where she arrived (before the plating had been completed), on the 3rd of March, 1863.

On the 8th she made a reconnoissance down the river to within gunshot of Vicksburg, General Sherman and Admiral Porter being on board. She threw nine 100-pounder Parrott rifle shell at the batteries near Vicksburg, and at the court-house, which overlooks the city and country; and these shell, which left their

mark where they struck, were heard whistling over their heads by the prisoners, captured from our ill-fated "Indianola," who were in jail immediately behind the court-house.

As soon as her crew were well drilled and disciplined, and her machinery put in good order, the "Lafayette" was ordered to take her place in the advance, as one of the principal vessels to blockade the river above Vicksburg, and guard our army and the canal, while Admiral Porter, with the gunboats "Louisville," "Cincinnati," "Carondelet," "Mound City," "Pittsburg," four mortars and four tugs, penetrated the interior of the State of Mississippi, through the dense forests, by the bayous and chutes of the overflowed country, where he was obliged to clear his way by cutting or butting the trees out of his course until he reached the highlands. Here the enemy had concentrated a large force of sharpshooters, infantry and artillery, of 20 and 30-pounder rifle guns, which, under cover of the natural defenses afforded by the woods and cliffs, fired from almost every direction upon our gunboats with comparative impunity. They also cut and felled large numbers of trees across the only channel by which the gunboats could return, to capture them before our army, which was to have co-operated with them, could come to their aid. To escape the great danger of being blocked up, and finally overpowered, Admiral Porter returned to the Mississippi river. This was done with great difficulty, however, he being obliged to fight and literally cut his way back, which he accomplished without loss of life, and with little harm to his men. He destroyed a large quantity of Confederate corn and cotton, and captured a great number of mules, horses and cattle. About twenty thousand bales of cotton were burned by the enemy to prevent it from being captured by our gunboats. The panic caused by this most daring aquatic invasion into the heart of the enemy's country compelled them to make an extraordinary extension of their line of defenses and outposts, and to drain Vicksburg of all its surplus stores, military resources and strength, to guard and fortify the approach to its rear, wherever a gunboat or a boat expedition could float.

This Yazoo expedition, although it did not share so badly as others, yet had a hard struggle and considerable suffering. As the boats returned one by one, some presented a sad and ludicrous appearance. The transports came first, stripped of all their stately pipes, fine carved work, flag-staffs and gay colors, as wrecks overloaded with exhausted but merry troops. Our so-called mud-turtle gunboats came out at last all right, if not improved by the

excursion, in their apparently native element, polished under the rough and tumble, sliding over shallow sloughs, and rubbing through the wooded bayous, for which they were so well adapted.

THE "DUMMY."

During Porter's expedition up the Yazoo Pass the "Lafayette" was joined by the "Switzerland" and other boats of Ellett's squadron, at the mouth of the canal, to guard that position in the interests of our army and its works. On the return of Admiral Porter, another of his notorious "dummies" was sent, like the first, past Vicksburg, which drew the fire of the enemy's batteries. The first of these sham monitors, a few weeks before, was built under the supervision of Lieutenant-Commander Owen, and consisted of an old coal-barge, with imitation smoke-pipes made of barrels, with furnaces of mud to get up smoke, and wheel-houses made of old material, altogether giving her the appearance of a formidable "monitor." She was towed within range of the batteries of Vicksburg at about midnight of March 10, and then sent adrift. As she slowly and defiantly moved past the batteries she drew their fire to their full extent of ninety-three guns. Then came a panic for the safety of the "Indianola," their valuable prize, recently captured by them. After passing the batteries at Vicksburg, causing a heavy expenditure of ammunition, the dummy laid, as it was reported, nearly a day at the mouth of our canal below Vicksburg, when the enemy tried their utmost, in vain, to sink her with their rifled guns. The dummy was then again sent adrift into the current by our soldiers, and to the enemy it had the appearance of making for the "Queen of the West," which had just come up the river to Warrington, and which, on seeing the black monster coming from "our lines," quickly retreated, stopping on her way down to blow up or sink their prize, the "Indianola," which was then being repaired near the plantations of Jo and Jeff. Davis. This work they had effectually accomplished, when the supposed monitor again made her appearance, and the "Queen of the West" started once more on the "double quick" down the river never to return. Being recognized at last, after a long but slow chase, the dummy was captured.

Admiral Porter has given an excellent account of this affair in a letter written about that time. He said: "Much as we have come to mourn over the loss of the 'Indianola,' I do not suppose that a more ridiculous thing ever occurred than the blowing up

of this gunboat after the rebels had her so securely in their clutches, and it will hardly be believed, when the history of this war is written, that a wooden dummy could have achieved so remarkable a victory. It was a great relief to us here, for who could imagine the damage the 'Indianola' could have effected on the river in case she had been saved. But it was not to be; for like the Confederate iron-clads, she went down below to 'Davy' to condole with her friends. Night before last I sent off another terrific monster, a perfect imitation of our 'Lafayette,' which latter vessel dropped down towards the turn of the river in the afternoon, and shelled the fortifications with a few 100-pounders. At 11 o'clock at night her dummy namesake made her appearance before the batteries, belching out huge volumes of smoke through her beef-barrel chimneys, and the way the rebels peppered her was a caution to all dummies. This little artillery sport must have cost the rebels a thousand charges of powder, and the bursting and dismounting of five or six guns. The next time we try this game they will find something better than dummies to practice at."

THE MARINE BRIGADE RUNNING THE GAUNTLET OF VICKSBURG,
UNDER COLONEL ELLETT.

During the night of the 25th of March, 1863, the steam rams, "Lancaster" and "Switzerland," left their moorings, near the north end of the canal (after General Alfred W. Ellett had sent a cordial invitation to Captain Walke to accompany him with the "Lafayette," which invitation could not be accepted as an officer of Admiral Porter's fleet, although it was the desire of Admiral Faragut). The rams proceeded slowly down the river, and were soon out of sight; their intention being to pass Vicksburg (under cover of the darkness) unobserved. But they were so slow in their movements that it was daylight when they passed Vicksburg, and the "Lancaster" was unfortunately blown up by one of the enemy's shot through her boiler, and her officers captured. The "Switzerland" was also shot through and nearly sunk before she could gain the shore below and opposite Vicksburg, where she was soon repaired, and rendered very good service to the fleet until the war was ended.

ADMIRAL PORTER'S FLEET RUNNING THE GAUNTLET OF THE
BATTERIES AT VICKSBURG.

On the 16th of April, the "Lafayette," with the gunboat "Price" and a coal-barge in tow, ran the gauntlet at Vicksburg with Admiral Porter's fleet, and on the following day, though her

pitman was shot through by a rifle shot, she made a reconnoissance below New Carthage, and on the 22nd, with all the fleet, ran down to Grand Gulf, and fired twenty-two rifle shells into the enemy's works to announce her presence, and get the range of the guns.

The following is a copy of a general order of Admiral Porter to the commanding officers of his fleet, before running the gauntlet at Vicksburg.

"U. S. MISSISSIPPI SQUADRON,

"SIR :

"Flag Ship 'BLACK HAWK,' April 10, 1863.

"You will prepare your vessel for passing the batteries at Vicksburg, taking every precaution possible to protect the hull and machinery against any accidental shot. When the vessels do move, it will be at night and in the following order : 'Benton,' 'Lafayette,' 'Price,' 'Louisville,' 'Mound City,' 'Pittsburg,' 'Carondelet,' other vessels that may arrive hereafter, and army transports passing as fast as they can. Every vessel will take in tow a coal-barge, to be secured on the starboard side. No lights will be shown on any part of the ship. All ports will be covered up until such time as the vessels open fire, which they will do when their broadsides bear upon the town, or when it can be safely done without interfering with other vessels. The crews must work the guns without light on the deck, and all the guns must be set for about nine hundred yards, which will reach light field-pieces and infantry. Fire shell, and sometimes grape. Don't fire after passing the town—the lower batteries are not worth noticing. When arrived below Warrenton, the flag ship 'Benton' will burn a costen signal, when each vessel will hoist a red light, that I may know who is missing.

"The sterns of the vessels must be protected securely against raking shot. The coal-barges must be so arranged that they can be easily cut adrift. No vessel must run directly astern of the other, so that in case of the headmost vessel stopping, the sternmost one will not interfere with the pilot, or endanger the other vessels. Before starting, the hour of departure will be given, and every vessel will have her fires well ignited so that they will show as little smoke as possible. Upon approaching the batteries, every vessel will exhaust in the wheel-house, so as to make but little noise. If any vessel should receive such damages as to cause her to be in a sinking condition, the best plan will be to land her on the island below the canal.

"The vessels must not crowd each other, nor fire their bow guns when abreast of the town or batteries. Fifty yards is the closest they should be to each other. After rounding the point below and being clear of the shoal water, hug the shore enough (or the side opposite Vicksburg) to get into the shade of the trees and hide the hulls. In case any vessel should ground under the enemy's batteries at Vicksburg, with no prospect of getting off, she must be set fire to thoroughly, and completely destroyed. Avoid running on the sunken levees opposite Vicksburg.

"Very Respectfully,

"DAVID D. PORTER,

"To *Acting Rear-Admiral Commanding Mississippi Squadron.*

Commanders of 'Benton,' 'Lafayette,' 'Louisville,' 'Price,' 'Mound City,' 'Pittsburg,' 'Carondelet,' and 'Tuscumbia.'"

CHAPTER XIX.

A REVIEW OF THE FLEET PASSING VICKSBURG.

Letter from an Officer of the "Lafayette" to the *New York Times*.—Visit from Ladies of the Sanitary Commission.—Running the Blockade at Vicksburg.—Correspondence of the *Cincinnati Commercial*.

THE following brief recapitulation of some of the critical events mentioned in the foregoing chapters, gives the individual view by a very intelligent officer, who had command of the rifled guns on board the "Lafayette," and was therefore actively occupied in the engagements to which he refers. His description, contained in letters to his friends, was published in the *New York Times*, and gives a very correct insight into many of the scenes therein depicted. Writing on the 18th of April, 1863, he says :

"We still live. The whole gunboat fleet passed the Vicksburg batteries on Thursday night, without receiving material damage. All praise to the Lord and Admiral Porter. Not a single life was lost so far as I can learn, and only half a dozen persons were wounded, but two of them seriously. Thus we now have below Vicksburg, the 'Lafayette,' 'Benton,' 'Carondelet,' 'Pittsburg,' 'Tuscumbia,' 'Louisville,' and 'Mound City,' all gunboats proper ; the 'General Price,' both a gunboat and a swift transport ; the 'Silver Wave,' transport, and the lively little tug 'Joy,' the latter kept under cover of the 'Benton.' The other transports did not fare so well, and their particular fate is probably better known to you than to me. How we escaped the firing ordeal as well as we did, is a mystery to us all. We were under fire for over an hour : and such a fire ! Earthquakes, thunder and volcanoes, hailstones and coals of fire ; New York conflagrations and Fourth of July pyrotechnics—they were nothing to it.

"We started from our moorings about 9.30, P. M., but owing to the clumsiness of the 'Benton,' which persistently refused to point her head down stream, it was an hour later before the fleet were under way in her wake. It was 11, P. M., when we came slowly drifting to the 'turn.' At 11.20, the first shots greeted us

from the batteries. Our ship's crew had already been half an hour at quarters, observing perfect silence, and attending to such instructions as the officers of divisions, the captain, and the executive had to give, for the regulation of their conduct during the action. Each of the vessels having been ordered to fire on passing the batteries, all our broadside guns on the port side were got ready, and elevated so as to reach, some the lower, others, the middle and upper tier of rebel batteries. All our men behaved admirably. As a measure of protection for the 'Price,' that vessel was lashed under cover of our starboard side, thus having her entire lower lines protected by her casemates. We also had to tug along a coal-barge, deeply loaded, which was stuck early in the engagement, thus relieving us of one great obstacle to our movements. The pilot of the 'Price,' Wm. Baldwin, acted heroically, as did also his assistant, Wm. Hiner, and indeed all the officers and crew. Ensign Dahlgren, signal officer, was everywhere active, receiving and transmitting orders during the terrible fire.

"The 'Lafayette' seemed to attract particular attention from the rebel batteries almost from the start. Her tall chimneys and wheel-houses almost immediately identified her as the bell-wether of the fleet; the large steamer and barge alongside also made her a particularly good mark, as by firing at her, they could kill more than 'two birds with one stone.' Before we could reach a point within easy range, the whole heavens were suddenly illuminated by the intentional conflagration of a house or some large building on the Louisiana shore; thus revealing every object on the river to the rebel batteries. It was an ingenious pre-arrangement to make sure of their aim. The lurid flames, as they shot up from the opposite shore, almost to mid heavens, converted the star-lit night into the brightness of noonday. The first intimation of our approach to the rebel batteries, was the low, dark hull of the 'Benton' stealthily creeping round the point. The admiral chose to lead the van, and of course received the first salute. The first shot seemed to me to be a rifle projectile—say a 20-pounder Parrott—which passed over the 'Lafayette' fore and aft, with a swinging ascent suggesting haste. The low hum of the men's voices was instantly hushed to silence, and they took their position, ready to receive the first order, 'Run out and fire.' Standing there amidst that silent group of rough but earnest men, periling their lives for their country, I thought of the kindness of our 'dear Southern brethren,' as shot after shot swept over us

with the scream of tigers eager for prey. The batteries once vocal, the firing became continuous and instantaneous. They grew more rapid, louder, and nearer each moment.

“The firing began at 10.55, and continued about an hour and a quarter, during which a perfect tornado of shot and shell continued to shriek over our deck, and among all the vessels of the fleet. Five hundred, perhaps a thousand, guns were discharged, *but not more than one in ten struck, or did any damage to the fleet.* They mostly went over. First our forward broadside 9-inch, then the midship, and lastly the after (port) guns gave out an answering shot in the very teeth of the Confederate batteries. In such a case, it was hard to ‘turn the other cheek;’ in fact, it was more satisfactory to give than to receive.

“On running out the guns, a good view could be had through the ports, of the rebel batteries, which now flashed like a thunder-storm along the river as far as the eye could see; but the incessant spatter of rifle balls, the spray from falling shot, the thunder of steel-pointed projectiles upon our sides, did not incline one to take a very *protracted view* of the scenery. A few discharges of grape, shrapnel, and percussion shell was all we could afford at the time to bestow upon our rebel friends, in exchange for their compliments. At each round the rebel artillery-men gave a shout, which seemed surprisingly near. At one time we could not have been one hundred yards from the Vicksburg wharves. Our vessel, with the steamer and barge lashed to our starboard side, became almost unmanageable, drifted in the eddy, and *turned her head square round, looking the batteries in the face.* At this time we seemed to be receiving their concentrated fire, at less than a hundred yards from the shore.

“The smoke from our own and the rebel guns, with the glare of the burning buildings from the opposite shore, made it difficult for the pilots to make out the direction we were going. The enemy, supposing we were disabled, set up a fiendish yell of triumph. We soon, however, backed round, and once more presented our broadside to them, and slowly drifted past, as if in contempt of their impotent efforts. Shells burst all around the pilot-house, and at one time Mr. John Denning, our pilot, was literally baptized with fire. He thought himself killed, but he brushed the fire from his head, and found he was unharmed. Mr. Denning is a Massachusetts man, and during a long experience in his profession has earned the reputation of being one of the best pilots on the Mississippi. That he is one of the coolest under fire, his conduct

as the pilot of the 'Carondelet' at Island No. 10, and now of the 'Lafayette,' in conducting her safely past the Vicksburg batteries, fully demonstrates. He was assisted by Mr. Keys, of St. Louis, who acted with great presence of mind and efficiency.

"As soon as the fleet had passed out of the range of the rebel batteries, they congregated together, and there were mutual inquiries as to how each got through. There were also rousing cheers for the admiral, for Captain Murphy, for Captain Greer, and other commanders. I omitted to mention that as the gunboats reached the vicinity of the canal, our Union soldiers and others who had gathered at that point to witness the exhibition, cheered lustily for the admiral and for the old flag.

"Captain Walke, cool, energetic and strong-voiced, went from one part of the ship to the other, trumpet in hand, now issuing his orders, then cautioning some over-rash officer not to expose himself. He was here at one moment, there at the next, everywhere by turns, having an eye to every movement of the ship, whether on deck or down below. Executive Morgan exhibited the tact, judgment and deliberation of the accomplished officer, and nothing escaped him. In common with Captain Walke, Mr. Morgan had two or three very narrow escapes from the rebel thunderbolts which came through the ship's sides. One of these, a 100-pounder steel-pointed shot, struck the crown of the casemate, in the direct wake of the boilers, and passing through it like so much wood, fell with a crash upon the heavy iron grating which covers the boilers, and thence glanced, carrying away the board partition of the boiler-room, and swept a mass of rubbish directly over him.

"Nine shots struck the ship, and several of them penetrated the casemates, making large holes and scattering their fragments, and that of the wood-work through which they passed, in all directions, and yet not one of the two hundred persons, who were scattered in all parts of the vessel, received a scratch, or was in any way injured by them. I doubt if the most skillful athlete could have hurled half as many bricks into such a crowd of men without injuring more or less of them. The fragments from the beds, though scattered all about the opening to the magazine light, were found not to be in any dangerous proximity to the light. Singular to state, not any of the bales of hay or planks used to ward off the rebel shot, were struck in a single case on our vessel. A large part of the chimney guys were cut away, and one shot went through the upper pilot-house, fortunately struck

an iron capstan head, which turned it aside, thus saving the life of the pilot.

"The missiles from the rebels were wrought iron and steel-pointed, and were thrown by some of the heaviest rifle guns known to modern warfare. They measure 12 and 14 inches in length by 6 and 8 inches in diameter, and weigh about one hundred pounds. One of these shots passed through the wheel-house, cut the pitman or crank arm half off, and lodged in the opposite side, buried two feet in the solid wood of the pillar-block. In its passage it made a wreck of this deponent's state-room. After the action I found in and around the premises, say two bushels of corn shucks, very fine; a mattress sacking converted into pulp; a large quantity of pine chips and shavings; the ruin of a straw hat, and a pile of blankets and clothing, all covered with the debris of the room, which had been most elegantly ventilated. The master-at-arms left the place, which is used as a light-room for the magazine, only an instant before, and was sitting near the door in the passage. 'Say what you please, gentlemen,' said Mr. Morgan, 'there is a good providence in all that.' 'Let us be thankful to God, gentlemen,' said Captain Walke, as the firing ceased, and his vessel was borne upon the swift current of the Mississippi beyond the reach of the rebel batteries. 'Let us be thankful to our heavenly Father for the preservation of our lives.'

"I now learn that not one life has been lost of the two thousand and odd men who floated past Vicksburg on this gunboat fleet. While awarding full credit to the able management which has been displayed, it would be little less than impious not to acknowledge the hand of God in delivering us from the power of the enemy. Such an event has not marked the history of this war. On board the 'Benton' the lights were all extinguished and the men groped their way in the darkness, unable to find their way except by the sense of feeling. One man had his leg carried off by a shot. The occurrence caused some temporary confusion. A boy was wounded by a rifle ball which entered the port where he was standing. These men were the only persons seriously injured on any of the vessels; one of the officers was slightly injured in the side.

"Upon a more careful examination of the wounds received by the 'Lafayette,' it is evident that her casemates proper are proof against even the heaviest shots fired from the Vicksburg batteries. Where the heavy shot penetrated our sides, there was only the iron plates, an inch in thickness, over oak planking about three

and a half inches thick. Whenever the rebel shot struck the casemates of the 'Lafayette' at their thick parts, they penetrated only about half or three-quarters of the way through, and the fragments of the shot remained imbedded in the wood. This trial of her strength has fully satisfied the officers of the 'Lafayette' of her capacity to endure any amount of pounding she is likely to receive on the Mississippi.* It should be borne in mind that the shots received were within short range.

"The officers of the 'Lafayette' are from different parts of the country. Captain Walke is a post captain in the regular Navy, and won great credit by his conduct at Island 10, in command of the 'Carondelet.' The first lieutenant, or executive officer, Edward Morgan, is from St. Louis, and a very capable officer. The surgeon, Dr. Beauchamp, one of the ablest in the flotilla, is a western man. He has been singularly successful, during his career on the Mississippi, as a medical practitioner and surgeon. The paymaster, Mr. Jas. P. Kelly, son of the well-known rector of St. Bartholomew's church, in New York, but now of Chicago, looks after the pecuniary interest of the officers and crew, and is deservedly one of the most popular officers on board. His room was partially mutilated by a solid shot which was aimed at the after port, but which passed nearly through the casemate, splitting off the ceiling on the inside. The ensigns are, with one exception, from the eastward. Mr. John A. Bryant, officer of the first division, and ordnance officer, besides a long experience in the merchant service, in which he has commanded many vessels, out of New York and Philadelphia, has also had extensive experience on board war vessels, and was for some time the drill-officer on board the receiving ship 'North Carolina.' He is one of the officers who came out with Captain J. McLeod Murphy, and his varied experience made his appointment to the 'Lafayette' a very valuable acquisition. Mr. Fred G. Sampson, officer of the second division, is a young man of much promise from New York City. He was on board the 'Essex' last year, and narrowly escaped death from scalding at the time her steam-drum was perforated by a shot in the fight at Fort Henry. Mr. Elias Smith, officer of the third division, is a native of Rhode Island, but of late years has been a resident of New York, and was for several years an attache of the *New York Times*. I am too intimately acquainted with the last-named individual to feel at liberty to speak in very high terms of his qualifications as an officer. Mr. J. S. Moran,

* This proved to be since a mistaken impression.

the officer of the fourth division, is from Grand Rapids, Michigan. He is now absent on temporary leave. There are eight master's mates on board, all of whom are from the west and from Pennsylvania, accomplished and promising officers. Several of them have seen service in the army. One, Mr. Thos. Twitchell, is captain's aid and signal officer.

"The pilots of the 'Silver Wave,' as well as the eight men who volunteered to man the vessel on this trying occasion, deserve special mention for their bravery, which, I hope, and have no doubt, they will receive from a source which will be of more benefit to them than this public mention of their services. The pilots were Lieutenants O'Neil and Chamberlain, of Co. G, 30th Ohio regiment. The captain of the boat also behaved with great courage. They removed the windows from the upper part of the pilot-house, so as to give an unobstructed view of everything, and at the same time to prevent accident from flying splinters. They then took the wheel by turns, or passed the word how to steer, the man at the wheel occupying a position where he could be distinctly seen by the rebels as she went careering by. [It should be mentioned that the 'Silver Wave,' which is a stern-wheel boat, got involved in the eddy, and was obliged to back out, and went a half a mile up stream to make another start.] She was struck *only once*, and no one was injured on board except a mule; the poor brute, probably frightened by the commotion, became entangled and hung himself by his own halter.

"The 'Henry Clay' was apparently set on fire early in the engagement. The crew escaped in a boat (with the exception of the pilot) to a log and floated down the stream. He was afterwards rescued. The 'Forest Queen' was nearly cut in two by a shot.

"The engineer, who was scalded, was the only one injured. The 'Tuscumbia' towed her ashore below the mouth of the canal. She will probably be repaired and used. Excuse the length of the yarn. It is seldom the occasion offers so good a one.

"Yours,

E. S."

A visit from some ladies of the Sanitary Commission, who came all the way down the Mississippi river in a frail little steamer, greatly encouraged the blue jackets with their kind sympathy and cheering words. The effect of that visit on the men was quite impressive, and a sailor's prayer-book, given as a memento for the use of the crew, was received with gratitude, and is still very highly prized. After the ladies had been on board the "Lafayette," every movement of the crew was more cheerful and lively;

and when the order was given to "prepare for action," the utmost earnestness and enthusiasm was displayed by every one on board, making the captain feel perfectly satisfied that all were ready to meet the call, even to the "cannon's mouth."

After our fleet had run the gauntlet, some disparaging remarks were made and published, because one or two of the transports were headed up stream, as though intending to run back. This movement of the boats was caused by the current, which for a time had control of them, and headed them, temporarily the wrong way; the remarks were, therefore, extremely ungenerous and unjust. The officers and men of the army who ran the gauntlet on the transports did so voluntarily, though they were entirely unprotected from the fire of the enemy, and every way more exposed to danger than any of our gunboats.

It should be remembered that it is a fact well known to all experienced pilots of the Mississippi river, that any stern-wheel boat, when running down that river and turning a point like that above Vicksburg "as close as she can," will invariably strike a counter current or an eddy, which will turn her completely around before she can resume her course, and unless she continues her headway, she cannot steer so easily out of such an eddy. After passing Vicksburg on this occasion, the "Lafayette" was caught in one of these eddies, just below the city, which turned her about repeatedly, in spite of all that her powerful engines could do working reversely with the most skillful pilots. Other boats of the fleet were turned about there, likewise. The stern-wheel transports could not be as easily managed as the side-wheel boats. Under such circumstances, the movements of the "Silver Wave," or other such transports, could be easily misunderstood by a landsman, and as easily explained by a nautical man.

These same transports also ran the blockade at Grand Gulf, without flinching; and their officers and crews won the highest praise for their gallant conduct. General Grant was at that time above Vicksburg, and General Sherman below: and both these distinguished generals, as well as the officers and men of our flotilla, were proud of the brave fellows who thus exposed themselves to such great risks. A few days afterwards, six of these defenseless transports, the "Empire," "Tigress," "Moderator," "G. C. Cheeseman," "Anglo-Saxon," and "Horizenia," ran the gauntlet nobly.*

* On this point, the *History of the Great Rebellion* states:

"The crews of these steamers, with the exception of that of the 'Forest

And it should be remembered that this practice of running the gauntlet by our gunboats was inaugurated by General Pope and his officers of the Army before mentioned, at Island No. 10.

The letter of the correspondent of the *Cincinnati Commercial*, written from Milliken's Bend, on the 23rd of April, 1863, says :

"Like Columbus" passage across the Atlantic, blockade-running on the Mississippi has ceased to be a novelty of the war, and from its frequent occurrence has come to be talked of as a very ordinary feat. When Captain Walke, of the iron-clad "Carondelet," ran the gauntlet at Island No. 10, more than a year ago, it was declared one of the most daring accomplishments of the rebellion. This was followed by the Fort Jackson affair, then came Farragut's passage of the Vicksburg batteries, which he had to repeat shortly afterward to save himself from being left high and dry on the banks of the Big Mud. This spring we have had the exploits of the 'Queen of the West,' 'Indianola,' 'Switzerland,' and 'Lancaster'; besides Farragut's performance at Port Hudson, and within the past ten days, two very successful attempts with our gunboat and transport fleets."

It gives us pleasure to be able to say that we know of no instance in which these transport captains and pilots faltered in their duty. In every instance they voluntarily and most satisfactorily accomplished what they undertook to do, without fear or favor; they were as undaunted as any men in our fleet, and they equally with others deserve the gratitude of their countrymen for the important service they rendered.

At a very critical time, when the "Louisville" struck the "Price" on her starboard quarter, the "Lafayette" had three vessels on her starboard side, crowding her head in shore, and she was in imminent danger of running ashore at Vicksburg, close under the enemy's batteries, which exposed the "Price" to the enemy's fire, and in that position the "Lafayette" was therefore unable to afford shelter or protection to her consorts, but rather required relief herself. The "Price," however, soon after left her in her dangerous situation and escaped, and about the same time a shot having struck the coal-barge, putting her in a sinking condition, she was cut adrift, thus releasing the "Lafayette" from her incubus.

Queen,' Captain D. Conway, and 'Silver Wave,' Captain McMillan, were composed of volunteers from the Army. Upon the call for volunteers for this dangerous enterprize, officers and men presented themselves by hundreds, anxious to undertake the trip."

The barge soon sunk in full view of the enemy, who gave three cheers, mistaking her for the "Lafayette," as will be presently seen.

Carpenter's report of the damage to the U. S. gunboat "Lafayette," while passing the batteries at Vicksburg, on the night of the 16th of April, 1863.

"First shot struck the starboard forward port-shutter, glanced off with little damage ; one shot struck casemate forward on port side, passing through the iron-plating, lodging in the casemate ; one shot struck about twenty feet aft on the port side, glancing off with but little damage ; two shots passing through iron-plating, and three inches of plank, cutting off three carlins, passing through port and starboard bulkheads, over boilers, lodging against the inside of the casemating ; one shot struck the lower edge of the casemate, about twenty feet forward of the wheel on the port side, and there lodged ; one shot passed through both bulkheads and pitman, cutting through a stringer running fore and aft on the port side, then passing through officer's quarters, and through engine timbers, and inside casemate on starboard side under the shaft ; one shot passed through the forward and starboard side of the upper pilot-house ; one shot struck on the port side, just abaft the wheel, passed through iron-plating, lodged in casemate.

(Signed)

"CLARK M. UNDERWOOD,

Carpenter."

Four of the above-mentioned shot passed or struck within a few inches of the most vital parts of the steamer, which if either had struck, would have probably destroyed the majority of her crew. One of these was a rifle bolt, which would have penetrated her boilers, had it not struck a spare capstan, which was placed there to protect them. Another lodged in the thickest part of the casemate, a few inches short of the steam-piston, and the other two were near exploding our magazines and shell-rooms.



Hartford. Miss. Richmond.

Admiral FARRAGUT passing Port Hudson,

CHAPTER XX.

ADMIRAL PORTER'S FLEET BELOW VICKSBURG.

Correspondence of the *New York Times*.—After the Battle.—Confederate Testimony to the actions of the "Lafayette," and their Congratulations on the Imaginary Destruction of that Vessel.

THE correspondent of the *New York Times* writes on the Sunday after our fleet had passed the batteries :—"April 19th, at New Carthage. The first Sunday which followed the passage of the Vicksburg batteries by the Union gunboats and other vessels which came down on Thursday night, assembled at New Carthage, within sight of the plantations of Colonel Joe and Jeff. Davis, which are only three miles below on the Mississippi side. In plain sight from 'Ion' plantation, where most of the vessels made a temporary stop, lies the wreck of the gunboat 'Indianola,' which was destroyed by the rebel captors upon the appearance of the celebrated Quaker monitor. The night was one of the most tempestuous which had been witnessed for a long time on the Mississippi river. Continuous and heavy thunder, with incessant lightning which kept the heavens in a blaze, and a torrent of rain, were the features of the night.

"Sunday morning, however, dawned clear and rosy, with a pure and bracing atmosphere, which gave a glow of delight to all and made them more than satisfied with their surroundings. The officers and crews of the different vessels, as is customary, were early dressed in their Sunday suits, and arrangements made for enjoying the day in the best possible manner. The extraordinary events of the last two days through which they had passed, added zest to their enjoyment. The sight of the green-clad earth after so long confinement on board of their boats, where no attractions on terra firma but the wild forest could be seen, was a luxury quite enjoyable. At eight o'clock all the gunboats hoisted their ensigns, which floated proudly in the morning breeze, from a dozen flag-staffs. To the enemy who still lingered in sight of the

place, the exhibition of the old flag so unexpectedly in their midst must have been anything but pleasant, assuming that all their declared hatred of the stars and stripes is a true expression of their feelings. After the usual quarters for inspection at nine o'clock, the church flag is hoisted above the ensign, and all hands are called to muster around the capstan, where the captain generally reads the services prescribed or selected by himself for such occasions, the officers and men listening in respectful silence, to the solemn, the almost inspired utterances of the service of the Protestant Episcopal church.

“By the kind thoughtfulness of Mrs. Holt, of the Sanitary Commission, who lately visited the fleet, each of the officers and men on board the ‘Lafayette’ is supplied with a neat little compilation entitled the ‘Soldiers’ Prayer Book, arranged from the Book of Common Prayer, with additional Collects and Hymns.’ Could that kind lady, and the generous Society who have printed this little book for circulation in the Army and Navy, have been able to look in upon this silent worshipping group, upon this pleasant Sabbath morning, would it not have repaid them somewhat for the interest they take in the sailor and the soldier?”

“After the usual prayer for the protection of the ‘fleet in which we serve,’ for the ‘President of the United States, and all others in authority,’ which are read with an unction and responded to evidently from the heart, Captain Walke gave out the 20th hymn, and then might have been heard floating across the calm waters of the Mississippi, from many voices, the noble words :

“‘God bless our native land,
 Firm may she ever stand,
 Through storm and night ;
 When the wild tempests rave,
 Ruler of wind and wave,
 Do Thou our country save,
 By Thy great might.

“‘For her our prayers shall rise,
 To God, above the skies,
 On Him we wait ;
 Thou who art ever nigh,
 Guarding with watchful eye,
 To Thee aloud we cry,
 God save the State.’

“The roll of the crew is then called off, each man answering to his name, and also giving his rate, and the services are closed.

“Let the good people at home, whose prayers constantly ascend for the protection of our arms, remember that there is also on board most, if not all our vessels of war, that becoming recognition of the Divine Being, and our dependence on His favor, which must have its effect upon the service, and secure the blessing of the Most High. The crews were permitted to take a stroll ashore, to visit each other among the different vessels, to gather wild flowers, which now are springing forth in great profusion, and to enjoy themselves generally. Thus passed the first Sunday below Vicksburg.

“The troops are already gathering here in large numbers, and important movements are in contemplation. They are, of course, a secret with the military generals and admirals of the fleet, who are now co-operating for the common object of opening the Mississippi. The Army and Navy are in excellent health; we are within easy distance of the headquarters of the Army above Vicksburg, with which there is almost daily communication.”

As an evidence at this period of our operations, that the “Lafayette” was to the enemy quite notable, we will add the following Confederate statement, taken from the *Register and Advertiser*, under date of April 20th, 1863.

“Vicksburg.

“One of the rams, the ‘Lafayette,’ was the next object to which our cannoniers paid their compliments, and she too became *hors de combat*, and sunk beneath the waves. It will be remembered that it was this boat that made a demonstration against the city on her own hook, some time since. She carried a monster armament, and was invulnerable. So little is known about her destruction, that I can give no particulars further than that she received the doom which she deserved, and which awaits some of her consorts next time they approach our batteries. The invulnerability of the boasted gunboats is fast becoming a myth.

“Boasting herself upon her own powerful guns, she did not expect to find that a more formidable Hydra stands within, whose jaws with iron teeth severely grin.

“By the time these two had received their quietus, the balance had passed our upper batteries, and were approaching the city, when the transport ‘Silver Wave’ was set on fire by a shell, and burned to the water’s edge. This made three boats destroyed out of nine which started on the voyage.”

In these representations the wish doubtless misled the judg-

ment, as the "Lafayette" was neither sunk or disabled, as the enemy subsequently discovered to his sorrow.

On the 23rd of April, 1863, the "Lafayette," by the orders of Porter, dropped down on a reconnoissance, and engaged the enemy's batteries at Grand Gulf, with 100-pounder Parrott, continuing her fire upon them until the admiral ordered her to cease, when she anchored; and the admiral, with his staff, steamed up the river.

On the 24th, the "Lafayette" opened fire again on the batteries at Grand Gulf. Also on the 27th, when she received dispatches by the "Price" from Admiral Porter, to prepare for battle, having been, with the "Mound City" and "Pittsburg," over a week within gunshot of the enemy's batteries, previous to the battle.

CAPTAIN WALKER TO ADMIRAL PORTER.

"U. S. Gunboat 'LAFAYETTE,'

"Diamond Island Bend, below Vicksburg, *April 17, 1863.*

"SIR:

"I have most respectfully to report that in obedience to your orders of the 10th inst. the gunboat 'Lafayette,' now under my command, passed the batteries at Vicksburg last night, accompanying you with the following portion of your fleet, viz: 'Benton' (flag), 'Lafayette' (towing a coal-barge and the 'General Price'), 'Louisville,' 'Mound City,' 'Pittsburg,' 'Carondelet,' and three transports, viz: 'Forest Queen,' 'Henry Clay,' and 'Silver Wave,' all of which passed safely down to this point with but trifling injury, except the transport 'Henry Clay,' which caught fire and was burned, and the 'Forest Queen,' which received a shot between wind and water, and was obliged to come to, below Vicksburg. The 'Lafayette' received nine effective round and rifle cannon shots through her casemates, while closely engaged with the rebel batteries. She was struck first in the port waist with a 32-pounder solid shot, which passed through obliquely from forward, aft to the starboard casemate. The second, a rifle 100-pounder bolt, struck upon the same plate at right angles, passing through and breaking through the iron-work, and our stern capstan over the boilers.* Third, a 100-pounder rifle bolt through the port wheel-house, port pitman, and through the starboard side. Fourth, a 100-pounder rifle through the lower edge of the iron plating forward of the port wheel-house amidships, into the spouset a few feet short of the port cylinder in a direct line. Fifth, a 32-pounder on port side, abaft the wheel-house, through plating. Sixth, a 32-pounder on the port bow,

* This spare capstan was unshipped, being in the way of the stern guns, and carefully placed over the boilers, with the hope of a providential protection to them. And this Wentworth rifle bolt came through the casemate directly for the boilers, but struck the capstan, knocking it into splinters and glancing over the heads of the company of sharpshooters lodged in the starboard side. When it was first picked up on board, it was coated with shining black lacker. It was presented to the admiral when he came on his tour of inspection.

through plating broken. Seventh, a glance shot on the starboard bow port. Eighth, a glance shot on hog chain, bending it, and through the upper pilot-house. Ninth, grape-shot through smoke-pipes, barge and mainmast slightly injured by shell. In consequence of the difficulty in seeing our position while passing in the smoke, fire and noise, with the coal-barge and 'Price' alongside, she being reported on fire twice, the 'Lafayette' came near running into the bank under the batteries at Vicksburg, which enabled the enemy to take unerring aim for the short time we were there. We returned the fire at the same time, but the fighting bolts of our 24-pounder broke adrift. The safety of the vessel being paramount to all other advantages that could be derived from the random shot, with the 'Louisville' afoul of us, I discontinued our firing after one or two rounds. The coal barge was sunk by a shot in her bow. The 'Price' cast off after we passed the batteries. We arrived safely at this place, without the loss of a man killed or wounded. We left the Yazoo river at 9.30, P.M., and arrived here at 1.30, A.M., being under fire one hour and twenty minutes.

"I am, sir, Most Respectfully,

Your Obedient Servant,

"H. WALKER,

Captain U. S. Navy.

"Acting Admiral

D. D. PORTER,

Commanding Mississippi Squadron."

REPORT OF LIEUTENANT-COMMANDER S. E. WOODWORTH.

"NEW CARTHAGE, April 7, 1863.

"SIR :

"I have the honor to report my safe arrival at this place with the U. S. steamer 'General Price,' having passed the batteries at Vicksburg without the loss of a man, and but three slightly wounded. The 'Price' is badly cut up in her upper works, particularly the wardroom and steerage. Two 7½-inch rifle shell having exploded inside, destroying the officer's quarters, and setting the vessel on fire twice. We were struck by thirteen different shot and shell and musket balls. While drifting down the river to enable the 'Lafayette' to fire her guns, the 'Louisville' ran into my quarter, and stove one of my boats, at the same time obliging me to cast off from the 'Lafayette' and make the rest of my trip alone, the coal-barge between us being stove by a shell bursting in it.

"Very Respectfully,

Your Obedient Servant

"S. E. WOODWORTH,

Commanding U. S. Steamer 'Price.'

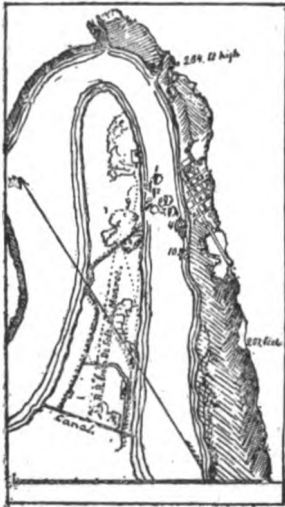
"Admiral

D. D. PORTER,

Commanding U. S. Mississippi Squadron."

From the above reports it will be seen that the enemy's practice was certainly very good, particularly with their Whitworth rifle bolts, which took effect near the vital parts of the "Lafayette," although they did not quite reach their fatal destination. But many which passed just over her, struck the "Price" or "Louis-

ville," being aimed at the center of the great floating mass, and striking in their upper works, made great havoc in the officers' upper cabins, and set fire to the "Price." The shot which glanced from the starboard bow port of the "Lafayette" into the coal-barge would probably have struck the "Price" "between wind and water," if the barge had not been between them. It is evident, therefore, that it was unwise to present such an attractive object for the enemy's attention, unless it could be used effectively as a dummy, to divert the enemy's fire from our fleet, especially as it was probable that the enemy would light up the river to enable their gunners to see our gunboats, an advantage to them,



VICKSBURG.

as was proved by the destructive fire they inflicted on the "Lafayette," "Price" and "Louisville."* The rest of the fleet passed down the river with less trouble, except the "Tuscumbia," with transports, which, in attempting to strictly follow the instructions of Admiral Porter, were drawn into an eddy of the river, and were turned about in a remarkable manner, making somewhat uncertain their ulterior destination. Finally, however, they turned down stream all right.

Referring to the diagram the experienced reader will not be surprised that those stern-wheel boats which turned close around the point nearly opposite to Vicksburg, keeping as far as possible from the enemy's batteries, should have twirled round and run ashore or into each other, unavoidably, by these eddies and counter currents.

The "Lafayette," with a large coal-barge on one side, and the "Price" and "Louisville" under her protection, found herself unable to use her guns with full effect on the enemy.

On the 22nd of April, 1863, the "Lafayette" with the rest of the fleet, except the flag-steamer "Benton" and the "Tuscumbia," anchored within gunshot above the batteries at Grand Gulf, thus

* Such arrangements (it was then known) had been made a year previous at Fort Pillow, when the enemy was under apprehensions that our fleet would attempt to run the blockade at that point.

obstructing labor in the fortifications, pending the time for a combined attack, now expected in a few days. We copy the following instructions and general orders from Admiral Porter :

"Circumstances oblige me to go up river ; while I am gone I wish you to do all you can to prevent the rebels working on the forts without wasting ammunition, and try and drive the steamers away. The 'Carondelet,' 'Mound City,' 'Louisville,' and 'Pittsburg' will remain here and be some place where they can use their rifle guns. I find there are two forts below the ones we saw, and deem it prudent to consult with the general before we stand a chance of separating from them altogether."

The following general orders were issued about this period.

[General Order, No. 44.]

"U. S. MISSISSIPPI SQUADRON,
April 10, 1863.

"No commander will permit any one under his command to land for the purpose of taking property of any description, from plantations along the river within the limits of this squadron.

"The duties of commanders will be confined to seizing rebel property afloat.

"No person will be allowed to pillage, burn or destroy (unless from military necessity, which must be shown), under penalty of the severest punishment.

"DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron."

[General Order, No. 47.]

"U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 15, 1863.

"The commanders of all vessels in the Mississippi squadron are directed to conform strictly to the orders of March 31st, 1863, issued by the secretary of the treasury, regulating trade. No officer must interfere with the purchase, sale, or transportation of goods or merchandise, which shall be conducted under the regulation of the treasury department, by treasury agents, or other authorized officers of the treasury department, and any officers will give such aid in carrying out the provisions of the said act, and in enforcing due observance of the said regulations of the secretary of the treasury, as can be given without manifest injury to the public service.

"It is further ordered, that any officer, who may have in his possession any property belonging to the insurrectionary States, not required for military purposes, shall turn it over to a treasury agent, taking duplicate receipts for the same. All papers, receipts and vouchers, relating to such property, should be turned over to the treasury agent, or any document showing the right to possession of such property by the individuals from whom it was taken.

"No officer will take on board his vessel any cotton, tobacco, goods or merchandise, unless necessary for military purposes, or ordered to do so by

me. Nor will they interfere with trade upon these rivers, unless it may be to prevent the violation of the regulations aforesaid.

“Every commander will furnish himself with a copy of the regulations of the treasury of March 31st, conform strictly to them himself, and make all others under him do the same.

“DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

[General Order, No. 54.]

“U. S. MISSISSIPPI SQUADRON,
May 18, 1863.

“When pilots enter the service of the United States they are subject to all the rules and regulations for the government of the Navy, and the internal regulations of the vessel to which they may be attached.

“Pilots must exhibit to their commanders, when they first report for duty, their appointment and their oath of allegiance, which must be sent to me.

“Pilots when at the wheel are to attend strictly to that duty.

“It is too common a thing to see a pilot conversing with all around him while attending to the steering of the vessel.

“Officers must not be permitted to approach a pilot while steering, unless it is necessary to address him on a matter of duty.

“After the pilots have been one month in service their commanders will report on their qualifications as pilots, when, if retained in the service, they must wear the prescribed uniform, viz: Blue frock coat with nine buttons on each breast and strap with a wheel in the center, also a wheel on the front of the cap, but no gold band.

“Paymasters are authorized by the instruction of the fourth auditor, to pay the mess in which a pilot is subsisted one dollar *per diem*.

“When two pilots are attached to a vessel one must be on board, and when only one pilot is attached to a vessel he must never go out of signal distance.

“Pilots must never leave a vessel without obtaining the captain's permission.

“Pilots entering the Navy are to understand that they cannot resign when it suits them to do so; the exigencies of the service must be consulted in all cases.

“The five oldest pilots in the squadron will constitute a board for the examination of pilots.

“Pilots are responsible that the steering apparatus is kept in order, and must report to the commander when anything is out of order.

“DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

“At all times, when at anchor or otherwise, the pilots are responsible that the vessel does not get aground, and during the fall of the river, when at anchor, they will carefully sound around and report to the commanding officer should it be in their opinion necessary to move.”

[General Order, No. 61.]

“U. S. MISSISSIPPI SQUADRON,
Flag Ship ‘BLACK HAWK,’ *May 28, 1863.*”

“The list of contrabands must be sent me on the first of every month without fail, and commanders must comply promptly with this order, as the Navy Department is particular about it.

“No changes must be made in the disposition of contrabands without an order from me.

“Any one enlisted in the service must be accounted for agreeable to the regulations.

“Vessels in the upper fleet will send their list to Captain Pennock, fleet captain, and commandant of station, Cairo, Ill.

“DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

[General Order, No. 63.]

“U. S. MISSISSIPPI SQUADRON,
Flag Ship ‘BLACK HAWK,’ *June 10, 1863.*”

“It is proposed to increase the wages of first-class pilots in the Mississippi Squadron to two hundred and fifty dollars per month, and one ration, commencing from the first of June, 1863.

“Commanders of all vessels will report to me the names of their pilots, the time they have been in the service, their qualifications as pilot, whether they are regularly licensed, and how long they have been at the business.

“Commanders will also state what engagements their pilots have been in, and how they conducted themselves in said engagements.

“It will afford me great pleasure to make this small tribute to those who deserve it, and I hope it will be an inducement to others to merit promotion.

“First-class river pilots will receive two hundred and fifty dollars per month, and one ration, on entering the service hereafter. The second-class pilots will receive one hundred and seventy-five dollars and one ration. When any pilot thinks he is deserving of promotion, if he will apply to me, I will have him examined by a board of pilots.

“DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.”

CHAPTER XXI.

THE BATTLE OF GRAND GULF.

Admiral Porter's Plan of Action.—Captain Hoel Chosen as "Leader."—The Fleet Advances.—Battle of the Fort.—An Incident on Board the "Lafayette."—A Trick of the Enemy.—Admiral Porter's Official Account.—Captain Walke's Report.—A Misleading Diagram.—Official Documents.—Letters to the *New Albany Ledger*.—Congratulatory Letter to Admiral Porter on the Fall of Vicksburg, by the Honorable Secretary of the Navy.—List of Boats and Officers.

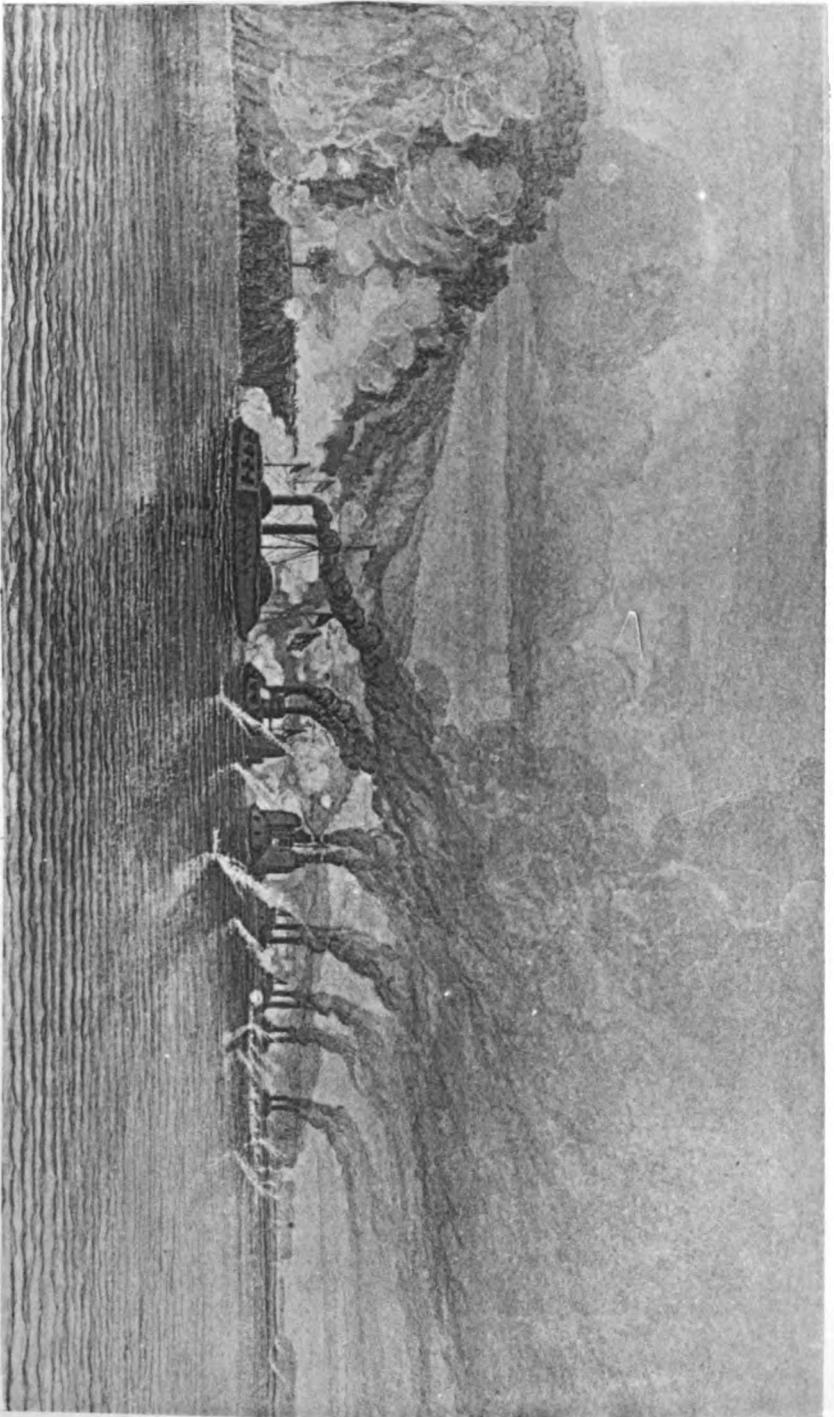
ADMIRAL PORTER'S PLAN OF ACTION.—GENERAL ORDER TO THE COMMANDING OFFICERS OF THE FLEET.

"Flag Ship 'BENTON,'

Ashwood Landing, Mississippi River, *April 27, 1863.*

"In going into action with the forts at Grand Gulf, the following orders will be observed. It is reported that there are four positions where guns are placed, in which case it is desirable that all four places should be engaged at the same time. The 'Louisville,' 'Carondelet,' 'Mound City,' and 'Pittsburg,' will proceed in advance, going down slowly, firing their bow guns at the guns in the first battery on the bluff, passing one hundred yards from it, and one hundred and fifty yards apart from each. As they pass the battery on the bluff, they will fire grape, canister and shrapnel, cut at half second, and percussion shell from rifle guns. The leading vessel, ('Louisville') will round to at the next battery, keeping the bow presented, or if carried past by the current, come up again and engage it. The next vessel will engage the third battery, and the next the fourth, the last vessel preparing to double on what appears to be the heaviest of the lower batteries.

"The 'Benton' and 'Tuscumbia,' will attack the upper battery on the bluff, going down slowly, and firing shell with five-second fuse, one gun to be loaded and fired with canister. The 'Lafayette' will drop down at the same time, stern foremost, until within six hundred yards, firing her rifled guns with percussion shell at the upper battery. The 'Tuscumbia' will round to outside the 'Benton,' not firing over her while so doing. After rounding to, she will keep astern and inside of the 'Benton,' using her bow guns while the 'Benton' fires her broadside guns. The 'Tuscumbia' and 'Benton' will also fire their stern guns at the forts below them whenever they will bear using shell altogether. The 'Louisville,' 'Carondelet,' 'Mound City' and 'Pittsburg,' will also keep their stern guns trained on the batteries on their quarter, firing deliberately and trying to dismount the



Confederate Forts

Benton

Tucumbia

Pittsburg

Lafayette

Louillie

St. Louis

Carondelet

Battle of Grand Gulf, First position, R. Ad D. D. Porter Commanding

enemy's batteries. The four vessels leading will take position one hundred yards from the breach or landing, firing their five-second shell, and one gun firing altogether with shrapnel cut at two and one-half seconds, unless the commanders see that it is too long or too short. If I find that the upper battery is soon silenced, I will hoist the guard flag, and blow a long whistle for the 'Lafayette' to drop down and assist the four steamers at the lower batteries. If I want the 'Tuscumbia' to drop down and assist at the lower batteries, I will blow long and continued whistles until the order is obeyed. The 'Lafayette' and 'Tuscumbia' must concentrate their fire on what appears to be the heaviest battery below, and obtain such a distance as will enable them to fire accurately at the guns of the enemy. The stern, side and bow guns must be used by all the vessels when practicable, and when there is no possibility of firing into each other.

"If a battery is silenced perfectly, each vessel must pick out the next one the commander thinks troublesome, and get a position where she will not interfere with any one else. When it is practicable to form a line abreast, and bring all the bow guns to bear on one place, that will soonest end the fight. Every vessel should be well packed with hammocks, bags, and awnings, around the pitmans. Every precaution should be taken against the houses on deck taking fire. Water buckets and tubs should be kept filled all about the spar deck; an officer or trusty person to look out and report if fire breaks out. The guns must be run into a taut-breeching, and the men cautioned about sticking themselves out of the ports when loading.

"Coolness in firing is recommended; let not a shot be thrown away. If any vessel is disabled in machinery, let her drop her anchor at once, and fight as long as she can; one anchor to be kept ready for this purpose. If sharpshooters appear on the hillside, or in rifle-pits, throw shrapnel cut to the proper length at them; calculating that the initial velocity is twelve hundred feet per second. The 'Benton' will take position as circumstances may require. Commanders will send for their pilots, and explain to them what is to be done. Also explain the position of the forts to the officers, and let every man know what he has to do. Let the officers explain the same thing to the crew at quarters. The water is falling; no vessel will anchor for the present in less than four fathoms water, and the lead must be frequently tried.

"Very Respectfully,

"DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron.

"Captain

HENRY WALKER,

Commanding 'Lafayette.'"

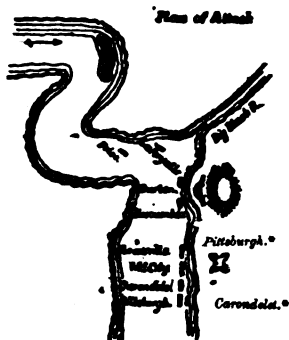
CAPTAIN HOEL CHOSEN AS "LEADER."

The annexed diagram shows the plan of attack, and also the minuteness with which the admiral had considered and arranged every detail.

The Mississippi was at this time very high, overflowing its banks in many places, and consequently the water was generally very deep.

In the bend, however, above the Point of Rocks and upper batteries, at high water there was a sand bar of shoal water, which at low

water was an island; and this was the shoal over which the "Lafayette" was stationed, and most dreaded by her pilots during action. In view of the dangers of navigation, the original programme was altered so that the "Pittsburg" took the lead, Acting Lieutenant Hoel (her commander) being an excellent river pilot, possessing great skill and experience in the management of steamers on the Mississippi, and a brave and competent officer, who had always proved himself fully equal to all that was required of him. Our regular naval officers in command of the other gunboats were doubtless more suitable otherwise for the post of leader, but Cap-



After the vessels were in position, they were ordered to open fire, their orders given for confounding the rebel works. Admiral D. Porter at. R. A. S. L.

* The change in the position of these gunboats was made just before the battle commenced.

tain Hoel was better acquainted with the locality, the channels of the river, and the strong currents sweeping in various directions, amongst which it would be necessary to maneuver when in battle, and therefore all cheerfully yielded the distinguished and honorable part of leader to a junior, in deference to the superior judgment of their commander-in-chief.

THE FLEET ADVANCES TO THE ATTACK.

On the 29th of April, 1863, Admiral Porter, with all the fleet, arrived, and attacked Grand Gulf in the following order: The "Pittsburg," "Louisville," "Carondelet," and "Mound City" attacked the lower batteries (but not stern foremost, as that part of the



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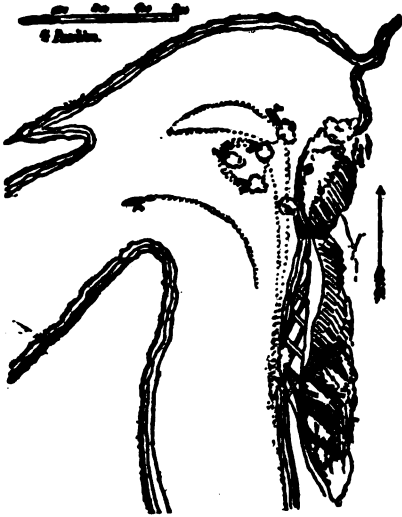
order of battle was changed, so that the fleet commenced the attack with the bow gun). The "Lafayette," "Benton" flag-
steamer) and "Tuscumbia"
following, rounded to above,
and attacked the upper bat-
teries. The "Lafayette" fired
thirty-five rounds of 11-inch,
9-inch, and 100-pounder Par-
rott rifle shell, and then
turned her 11-inch bow guns
again upon the enemy with
apparent good effect, adapt-
ing her position to the orders
received, and the fixed fuses
of her shell. About 10 o'clock
the admiral hoisted the guard
flag on the "Benton," the pre-
concerted signal to indicate
that the "Lafayette" was to
go to the assistance of the gun-
boats engaging the lower bat-
teries.



She obeyed immediately, and quickly rounded to below them, by running her ram into the bank of the river, against which she "brought up" with her starboard broadside with such violence, that all her people were thrown off their balance. She then continued firing at close quarters, with all her guns, as they were brought to bear on the enemy's works. The 11-inch guns on the upper batteries, and her starboard broadside guns, and a 100-pounder Parrott gun (shifted to the broadside port), on the lower batteries; and (with the aid of the other gunboats) silenced them effectually with-

in two hours after she had joined in that part of the attack. She then steamed up the river, firing into the upper battery on

the "Point of Rocks," enfilading it from below, with her 11-inch bow-guns, as she approached that point, and passing very close under it, she took her former position in an eddy over the shoals or flats, to the north and east of the battery, steadily firing into it with her large bow guns. The "Lafayette" was immediately followed by the "Louisville," "Carondelet," and "Mound City," and these three latter gunboats ran in a circle, accelerated in that maneuver, between the swift current and counter-currents of the river; which enabled them to fire all their guns as they bore upon the battery, at a distance of five or six



hundred yards. The "Pittsburg" still remained in her original position, under the bank opposite the middle battery (which had been silenced), and being in a flanking position, she with the above-mentioned gunboats fired into the upper battery, until all their guns but one were silenced. The "Benton," which had in the mean time steamed up the river, finally made signal for the fleet to follow her motions, which was promptly obeyed by all the fleet but the "Tuscumbia," which boat, being badly disabled, drifted down to Desharoon's plantation, five or six miles below. She was thus unavoidably separated from the rest of our fleet.



As soon as the "Lafayette" had joined the rest of our fleet

and Captain Walke had made his report to the commander-in-chief in person, and had returned to the "Lafayette," he was followed immediately by one of the admiral's secretaries, with verbal orders to the captain that he should return with the "Lafayette" alone, and again attack the upper batteries on the "Point of Rocks," to silence them, and to drive the enemy away from them. This she did promptly and most effectively in about twenty-five minutes, with her 11-inch bow guns; and she remained near there until our fleet had passed, when she followed in the rear.

General Grant and his officers anxiously watched this attack of the "Lafayette," and he is said to have remarked that he seldom or ever saw shell thrown with more precision, or explode in better time than did her 11-inch shell on that occasion. All our fleet and our army transports under cover of their attack ran by the batteries, and arrived safely that night at Desharoon's plantation.

The "Lafayette" received about forty shot into or through her hull, five only doing any serious damage.

Several exciting incidents occurred on board the "Lafayette." Key and Denning, the pilots, relate that while conversing with some persons who had sought security in the rear of the pilot-house, and who were on the lookout for passing shells, and ready to show their good breeding by politely bowing, and giving way to such as appeared desirous to come too close, a 64-pound shell from the batteries on the Point of Rocks elicited the quick query, "Look out! Where's that coming?" Before an answer could be given, the shell struck a corner of the wheel-house, thus giving, as it were, its own sharp answer, "there!" and went past, but exploded so near their heads that the air was filled with its blazing powder and flying fragments. The shock stunned the sturdy pilots for a moment, but they hung fast to the wheel, and held the vessel's bow steady to its work, until our monstrous bombshells, exploding in the fort at almost every fire, soon silenced its guns and routed the enemy.

Our fleet was employed the two following days in transporting General Grant's army over the river. On the morning of May 2nd the "Lafayette" was ordered up to the rebel batteries on a reconnoissance, where she fired four 11-inch shell, which killed several of the enemy in the lower battery, as reported on the following day by a refugee from the forts. They returned but two shot, both passing over. Having accomplished the object of her visit, she returned, having been under fire much longer than any other vessel of the squadron.

CAPTURE OF THE FORT.

During the night of the 3rd of May several fires and explosions were observed at Grand Gulf from on board the "Lafayette," and reported to Captain Walke, who immediately communicated the intelligence to the admiral, reporting it to him in person at 4.40, P.M., while in his berth. Porter thereupon ordered Walke to proceed without delay with the "Lafayette" to attack Grand Gulf. At early dawn she was well on her way to the fort, followed by the admiral, with all the fleet except the "Tuscumbia," several of which were faster than the "Lafayette." She arrived first, however, at the enemy's batteries, now deserted, and had the honor of first planting our flag thereon. The upper batteries and those on the Point of Rocks were next to be taken possession of, and a spirited race followed, with all the fleet participating, which was extremely exciting. The "Lafayette" got the lead again, though only by a few feet, when the "Carondelet," then commanded by Acting Lieutenant J. McLeod Murphy, of political fame, blocked the way. Her commander, taking advantage of the position of his gunboat on the start, ran her in the way of the "Lafayette," and lodged the "Carondelet" against her port wheel-house or guards, preventing her from passing ahead. Amidst the noise and confusion caused by the warning voices of the pilots, the orders or signals of Captain Walke to keep off were unavailing, and the "Carondelet," seeming to take it to be a scrub race, resorted to this *ruse de guerre* to keep ahead, and gain the honor of first raising our flag over the enemy's works. But just then the admiral in the "Benton" (the old war-horse!) came up, and all had to give place to the flag. But the "Lafayette's" officers and men had the satisfaction of first planting her flag on the principal lower battery, of one 100-pounder, one 8-inch Columbiad, and two 32-pounders. The "Pittsburg," Captain Hoel, placed her flag over the fort next above, or middle battery, with three times three cheers all around. And the admiral took possession of the principal fort on the Point of Rocks, and hoisted our flag thereon.

AN OLD TRICK OF THE ENEMY.

While the admiral was examining the forts at Grand Gulf, immediately after taking possession thereof, we were startled by the firing of one of their heavy guns, which hurled a shot over our gunboats, as they lay at the Point of Rocks, as though some

brave ghost of the enemy had determined to give us the last shot. Matthew Arthur had just warned some of our men of the danger. The gun was loaded to the muzzle, and exploded by a concealed fire under it. Fortunately there was no one near it or hurt by it. A card was picked up in this fort with this invective written, "We will meet you again, you damned ——."

The following is copied from the remarks of an abstract log-book of the "Lafayette": "At the upper batteries there were found three 32-pounder rifle guns and one 8-inch gun. We could not ascertain what other armament they had, owing to the explosion of their magazines, which covered all the guns near it with earth. Received a contraband on board who stated that the day previous, when the 'Lafayette' went up to reconnoiter, that one of her shells took effect in their lower batteries, killing four men." The enemy had evidently dismantled their forts, and removed, concealed, or destroyed, as many of their guns, and as much of their military stores, as possible, and escaped by their steamers on the Big Black river, and by the railroad to Port Gibson."

ADMIRAL PORTER'S OFFICIAL REPORT OF THE ACTION AT
GRAND GULF.

"Flag Ship 'BENTON,'
Below Grand Gulf, April 29th, 1863.

"SIR :

"I have the honor to inform you that by an arrangement with General Grant, I attacked the batteries at Grand Gulf this morning, which were very formidable. After a fight of five hours and thirty minutes we silenced the lower batteries, but failed to silence the upper ones, which were high, strong built, had guns of heavy calibre, and the vessels were unmanageable in the heavy current. It fired but feebly toward the last, and the vessels all laid by and enfiladed, while I went a short distance to communicate with General Grant, who concluded to land the troops, and march over to a point two miles below Grand Gulf. I sent the 'Lafayette' back to engage the upper batteries, which she did, and drove the enemy out of it, as it did not respond after a few fires. At 6, P. M. we attacked the batteries again, and, under cover of the fire, all the transports passed in good condition.

"The 'Benton,' 'Tuscumbia,' and 'Pittsburg' were much cut up, having twenty-four killed and fifty-six wounded, but they are all ready for service. We landed the army in the morning on the other side, and marched to Vicksburg.

(Signed)

"D. D. PORTER,
Acting Rear-Admiral.

"Hon.

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

CAPTAIN WALKE'S REPORT.

" U. S. Gunboat 'LAFAYETTE,'

" SIR :

Off Grand Gulf, *May 2, 1863.*

" I have the honor to report the particulars of the attack made by the Mississippi Squadron on the enemy's batteries, on the morning of the 29th ulto., in obedience to your general order of the 27th ulto., so far as it came under my observation. About 7, A. M., of the 29th, the fleet got under way in answer to your signals, and proceeded down to the rebel batteries of Grand Gulf in the following order. The 'Pittsburg' led the attack with this vessel, which rounded to above the upper batteries, and opened a brisk fire upon the enemy with her 100-pounder rifle guns, until the remainder of the fleet had passed down and taken their position, viz. : The 'Pittsburg,' 'Louisville,' 'Mound City,' and 'Carondelet' attacked the lower batteries, while the 'Benton' (flag), 'Lafayette,' and 'Tuscumbia' engaged the upper batteries. Each vessel rounded to against the enemy's batteries in order, and kept up a heavy firing with their broadside and bow guns, as they were brought to bear upon them. The 'Lafayette,' after firing thirty-five rounds of 100-pounder rifle shell and shot, turned her broadside and 11-inch guns upon them, firing with good effect, apparently, until about 10, A. M. The admiral (then) hoisted the guard flag (a preconcerted signal) for the 'Lafayette' to change her position from before the upper to the lower batteries, where she proceeded, and continued firing her 11-inch bow guns, 9-inch guns, 100-pounder rifles, and 24-pounder howitzers, from the starboard broadside, thus continuing a vigorous and effective firing upon all the batteries, which, while she passed up with the rest of the fleet, were silenced. All the fleet passed above, except the 'Tuscumbia,' landing at Ruth's plantation, in obedience to your signal. The 'Lafayette' was struck by cannon shot about forty times during the day, five of which only did any serious damage. I enclose our carpenter's, gunner's, and engineer's reports. Expended one hundred and sixty 11-inch shell and shrapnel, twenty-eight 9-inch, fifty rifle, and ten 24-pounder howitzer shell.

" The officers and crew of this vessel deserve my highest praise for their coolness, courage, active and excellent conduct during the five hours and five minutes' fighting, none of whom, thank God, were hurt, except Lieutenant W. T. Luttrell, who was slightly wounded.

" At 3, P. M., we observed the enemy repairing his shattered batteries, and by your order the 'Lafayette' ran down, and with a few rounds from her bow guns silenced the upper battery, and dispersed the rebels. After which we turned her 100-pounder rifled guns upon them, firing at five minute intervals, until 8 o'clock, when we anchored. At 9, P. M., the fleet, with some transports, were observed coming down the river slowly. We weighed anchor, and beat to quarters, and for a diversion opened a brisk fire upon the enemy's upper battery, with our 100-pounder rifles. While passing, the fleet fired into all the batteries, and the 'Lafayette' followed in the rear, and came to, at this place, without any serious damage, except several shot through our iron, and into our casemating.

" Most Respectfully, Sir,

" Rear-Admiral

Your Obedient Servant,

D. D. PORTER,

Commanding Mississippi Squadron."

" H. WALKE,

Captain U. S. Navy.

The number of shot and shell mentioned in the official report of the carpenter of the "Lafayette," which struck that vessel during this battle, is as follows :

THE DAMAGE TO THE "LAFAYETTE."

"April 29th, 1863.

"The U. S. gunboat 'Lafayette' received seventeen shots during the bombardment of Grand Gulf, but few of them did much damage. One shot received in the starboard fantail two inches above the water line; also three in starboard wheel-house, which passed through the casemating; one shot cut off one wheel arm, and lodged against inside casemate; three shots struck forward of starboard wheel, passing through the iron-plating, and lodging in the casemate; also one shot cut off the main-mast. Two shots struck the davits forward of starboard wheel-house, carrying away the captain's barge. The balance struck the hammock nettings and chimneys, doing but slight damage. While passing the batteries in the same evening, the vessel was struck thirteen times, doing but slight damage.

"Very Respectfully,

(Signed)

CLARK M. UNDERWOOD,

Carpenter."

J. T. Headley, in his usual generous and happy style, gives a brief account of this battle in the following words :

"Admiral Porter attacked these batteries with six heavy gunboats, and, after a fight of five hours and a half, completely silenced them, took all the transports by in safety, and the next morning, with his gunboats and transports, conveyed the army to Bayou Pierre, &c. The fight at Grand Gulf was one of the hardest, if not the hardest, stand-up fight during the war. The enemy's guns were very heavy, and placed in the most commanding positions for a mile along the river, and although some of the gunboats were literally cut to pieces, there was not one that did not get at close quarters. The current was very powerful, and would whirl them around like tops, distracting the aim, and exposing every side to the rebel batteries; but they maintained a distance of forty to three hundred yards, and never retired until the enemy was silenced. The severity of the battle is shown by the heavy loss sustained in three ships—seventy-nine killed and wounded. Twenty-six killed and wounded on board the 'Benton,' though iron-clad."

This information doubtless comes from the reports of Admiral

Porter, and the other commanding officers, which contradict the official diagram pointedly referred to in this narrative.

The gunner's report of the expenditure of shot and shell in his department could not be correctly made out for several days after. His subsequent report showed that there had been fired three hundred and twenty 11-inch shell, shrapnel and grape, seventy-three 9-inch shell, shrapnel and grape, one hundred 100-pounder shell and bolts, and ten 20-pounder howitzer; in all five hundred and three projectiles, nearly thirty tons, which proves that energetic activity ruled on that occasion in the "Lafayette."

ADDITIONAL REPORT OF ACTING REAR-ADMIRAL PORTER.—DESCRIPTION OF GRAND GULF AND THE BATTERIES AFTER ITS EVACUATION.

"Mississippi Squadron, Flag Steamer 'BENTON,'
Grand Gulf, Mississippi, May 3, 1863.

"Sir :

"I have the honor to report that I got under way this morning with the 'Lafayette,' 'Carondelet,' 'Mound City,' and 'Pittsburg,' and proceeded up to the forts at Grand Gulf, for the purpose of attacking them, if they had not retreated. The enemy had left before we got up, blowing up their ammunition, spiking the large guns, and burying or taking away the lighter ones.

"The forts consisted of thirteen guns in all; the works are of the most extensive kind, and would seem to defy the efforts of a much heavier fleet than the one which silenced them. The forts were literally torn to pieces by our fire. Colonel Wade, the commandant of the batteries, was killed, also his chief of staff. Eleven men were killed that we know of, and many wounded, so our informant says; he also says no one was permitted to go into the forts after the action except those belonging there. We had a hard fight with these forts, and it is with great pleasure I report that the Navy holds the door to Vicksburg. Grand Gulf is the strongest place on the Mississippi; had the enemy succeeded in finishing the fortifications, no fleet could have taken them. I have been all over the works, and found them as follows: One fort on 'Point of Rocks,' seventy-five feet high, calculated for six or seven guns, mounting two 7-inch rifles, and one 8-inch, and one Parrott gun on wheels (carried off). On the left of this work is a triangular work, calculated to mount one heavy gun; these works are connected with another fort by a covered way, and double rifle-pits, extending three-quarters of a mile, constructed

with much labor, and showing great skill on the part of the constructor.

"The third fort commands the river in all directions; it mounted one splendid Blakely 100-pounder, and one 8-inch gun, and two 32-pounders, which were lying bursted and broken on the ground. The gunboats had so covered up everything with earth, that it was impossible to see at a glance what was there. With the exception of the guns that were dismantled or broken, every gun that fell into our hands was in good condition, with a large quantity of ammunition. This is by far the most extensive built work, with the exception of those at Vicksburg, I have yet seen, and am happy to say we hold it. I am dismantling the guns, and getting on board the ammunition; and, as I leave in an hour for Red river, Lieutenant-Commander Owen will carry out my instructions. I hear nothing of our Army yet. Was expecting to hear their guns as we advanced on the forts. Since making the above examination, two new forts have been found, nearly finished; they have no guns, but were complete of the kind as regards position, and had heavy field-pieces in them.

"I am, Sir, very respectfully,

Your Obedient Servant,

(Signed)

"DAVID D. PORTER,

Rear-Acting Admiral, Commanding Mississippi Squadron.

"Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C."

A MISLEADING DIAGRAM.

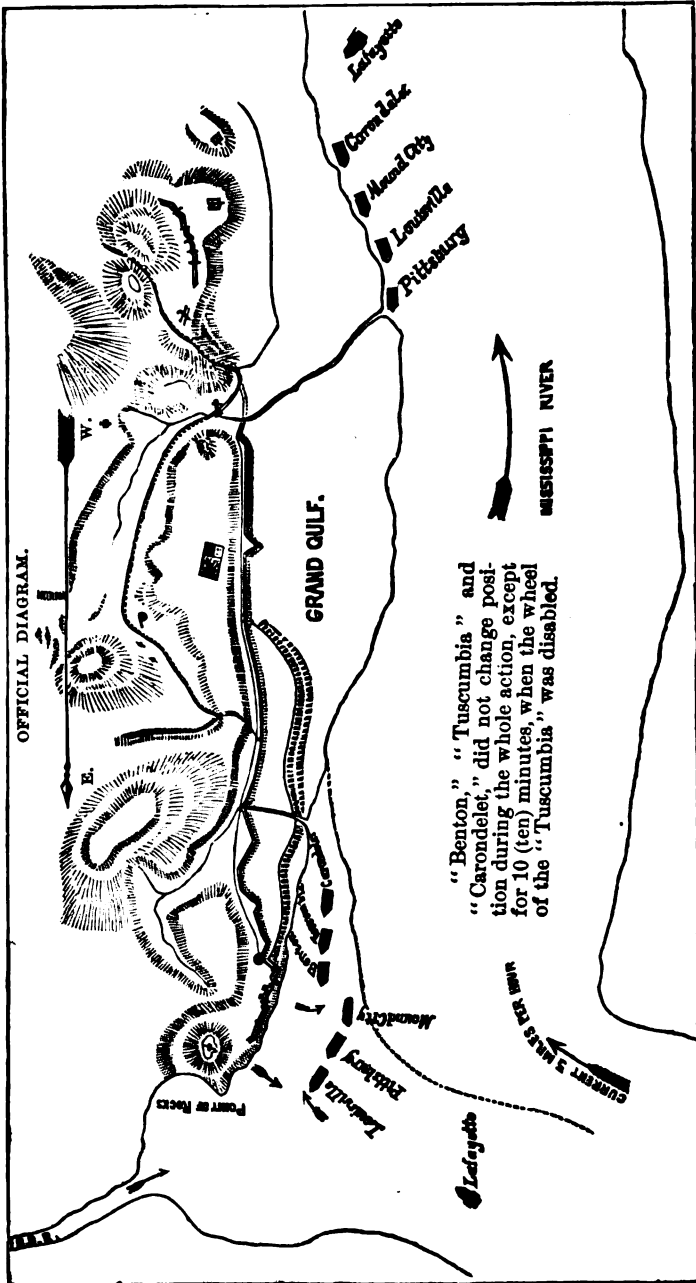
To elucidate the official reports of engagements, diagrams are not unfrequently appended.

To be of any value, a diagram should be correct in its teachings, and this cannot be when they are drawn to serve the vain-glory of those who made them, rather than to represent the facts as they were at the time.

A case in point is the diagram which accompanied the report of the honorable secretary of the navy, in reference to the action at Grand Gulf, which seems plainly to have been invented by some young and ambitious commanders, to glorify the "Tuscumbia" and the "Carondelet," and flag steamer, at the expense, if not by the robbery, of the credit due to other gunboats and their officers.*

Our account as given in this chapter of the acts and positions of the boats in that battle, agrees perfectly with written official

* The "Lafayette" was one of the first in and the last out of this battle.



"Benton," "Tuscumbia" and "Carondelet," did not change position during the whole action, except for 10 (ten) minutes, when the wheel of the "Tuscumbia," was disabled.

BATTERIES AT GRAND GULF, CAPTURED BY THE U. S. MISSISSIPPI SQUADRON, MAY 8, 1863.

reports, which clearly show that the "Benton" and "Tuscumbia" were the two last into battle, and the two first out of it; and that they were not in company with the "Carondelet" at any time, as there represented. The flattering remarks and the positions of the two gunboats, "Tuscumbia" and "Carondelet" in the diagram, being almost the reverse of the truth.

Official documents constitute of necessity the ground-work of history, and we refer to them in the report of the secretary of the navy for 1863 (pages 471 to 479). There it may be seen that all the official reports of the battle at Grand Gulf are at variance with the diagram of that battle. For instance, in the reports of the commanding officers, we find positive statements that their boats were in constant motion during the engagement, and in various positions, the "Pittsburg" being the only exception.

The "Benton's" wheel was disabled, and she turned round and dropped down stream some fifteen hundred yards, and run into the bank to enable her to turn round again. The "Tuscumbia" was turned round and round by the strong currents, and being damaged and unmanageable, she was compelled to drop out of battle, when she should have anchored.

The "Carondelet" was not with the "Benton" or "Tuscumbia," her position being astern, and below all the fleet.

The statement on the face of the diagram is positive that the three gunboats mentioned "did not change position," &c. Hence either the text and diagram, or the official reports, must be radically and totally untrue. Both have the official insignia, but all who were engaged in that battle can honestly and unhesitatingly pronounce the diagram a gross misrepresentation, the gunboats not having been in a position like that therein represented.

The ram "Lafayette" was one of the largest vessels of our Mississippi fleet, and in this diagram she is placed in a very humiliating position, at a remarkable distance beyond the range of battle, with the fleet between her and the enemy, and so arranged as to attract the attention of all who read the *Report of the Secretary of the Navy, with the Appendix of the Reports of Officers in 1863*.

This flattering diagram is the only one of its kind referring to the naval battles above New Orleans, and bearing as it does, unmistakable evidence of foul play on its face, should long since have been erased from our naval records.

A similar case, though, occurred at New Orleans, in the case of Rear-Admiral Bailey, which is referred to elsewhere in this work.

This question of the merits of each boat may not interest the

general reader, but it is of great importance as a question of right and wrong, and especially so to those who took part in the battle, and whose professional reputation is dear to them. Officers who flattered themselves with having done their whole duty, now find confronting them public documents conveying altogether different impressions. Verily, "the pen *is* mightier than the sword."

Admiral Porter expressed impartially his satisfaction with the action of each and all the gunboats engaged in this battle, as follows :

"To Captain WALKER, Commander WOODWORTH, and others :

"I feel much indebted for your active and energetic attention to my orders, and your ready co-operation with the army corps commanders at all times, which enabled them to carry out their plans successfully."

It is here proper to observe that it was a moral impossibility that Admiral Porter could have knowingly permitted such a glaring deception as this diagram to go upon record.

Referring to this battle, we may here mention that the building of gunboats had become a lucrative business, and one of much competition ; and the aspirants for government patronage were alive on the subject, and every means was employed to advertise their particular craft, which may account to some extent for the extraordinary and incoherent publications upon this and other naval operations on the Western waters.

The following will afford some information and amusement. Doubtless the immense number of shot and shell howling through the air and crashing everything before them, and threatening death and destruction without intermission for five hours and a half, would hardly permit a novice in war to see more than one boat, to the exclusion of *everything* else.

From the *New Albany Ledger* :—

"We publish this highly interesting letter from the chief engineer of the gunboat 'Tuscumbia' (Mr. John Hartupee), written to a gentleman in this city, giving a detailed and truthful account of the part taken by her in the fight at Fort Gibson. It will be observed that Mr. H.'s account puts quite a different face on the affair to that given by the correspondent of the St. Louis and Cincinnati papers. As Mr. H. was acting as chief engineer during the engagement, and as he is *in no wise interested* in giving any other than a *truthful statement* of the affair, we must accept

what he says *as truth*, and reject the statements of the correspondents alluded to *as false*.

"The 'Tuscumbia' was struck by *over eighty* solid shot, most of them thrown from rifled 100-pounder Parrott guns—the most formidable cannon in use.* *Besides* this she received a *very large number of shells*. She was for two hours within fifty yards of the rebel guns, receiving at one time *the combined fire of thirty guns*, and *being struck oftener than all the other vessels* of our fleet *combined*. Her iron plating was not penetrated, nor does it appear from Mr. H.'s letter *a single plate or bolt was sprung*; but it is plain that the 'Tuscumbia' proved herself one of the *staunchest built* and most efficient of all our iron-clads. We are aware that certain parties at Cincinnati and St. Louis are anxious to monopolize all the *government contracts* for gunboats for the Western fleet. We hope for their credit that it is not possible that they have subsidized venal correspondents to traduce the contractors and builders of the 'Tuscumbia,' that they may thus secure the *monopoly they are seeking*. If they have undertaken this, they will certainly be disappointed, if the evidence of so creditable a witness as the '*Tuscumbia's*' *chief engineer* may be esteemed of any value."

"Our Young's Point correspondent, it will be seen, also speaks in the highest terms of the part taken by the "Tuscumbia" in the fight, and says that she is pronounced the very best and most effective gunboat in the Western Navy." The praise in this introduction carries with it a conviction that the writer was not only deeply interested in the following letter, but more so in the "Tuscumbia," and her builders.

The letter, so strongly indorsed for public notice, was written from the only gunboat that dropped out of battle.

"Lying off Grand Gulf,

On board Gunboat 'TUSCUMBIA,' May 4th, 1863.

"DEAR SIR: Believing you would like to hear from the 'Tuscumbia,' and those on board, I will write you a few lines. In the first place I will give you a short extract from the engineer's log belonging to this vessel. 'April 29th, received orders to raise steam and prepare for action; got under way at seven o'clock and fifteen minutes; engagement opened at ten o'clock by the gunboats "Pittsburg," "Carondelet," "Louisville" and "Mound City," on the lower batteries; the gunboat "Lafayette" enters

* The Confederates had no Parrott guns, though they had rifled guns very much like them.

the engagement and opens fire on the middle battery; gunboats "Benton" and "Tuscumbia" enter engagement; the latter engages upper battery, opening a brisk fire with her 11-inch guns at four hundred yards; the engagement becomes general; a shell enters the forward port-hole, exploding in the turret, killing three men and wounding eleven; engines working well; steam one hundred and twenty pounds; First Assistant Engineer Perry South and Third Assistant Bull at engines; 11 o'clock; engines working well; steam one hundred and fifteen pounds; thermometer in engine-room one hundred and five degrees; shell entered the upper pilot-house, wounding Mr. Joseph McCamant, pilot; hog chains all shot away but one; shell enters port side, passing through cylinder timbers and pitman, exploding between cylinder timbers, and setting vessel on fire; fire soon extinguished; First Assistant Engineer Joseph Hilliard, and Third Assistant Engineer, Wm. Milligan, at engines; 12 o'clock; engine working well; steam one hundred and twenty pounds; thermometer one hundred and seven degrees in engine-room; two shells enter our port side, exploding between the cylinder timbers, tearing Mr. Perry South's room to fragments; no one hurt; shell enters our port side, exploding in after turret, killing two men and wounding nine; Second Assistant Engineer Mr. Horman, and Third Assistant Oliver Gough, at engines; 1, P. M.; engines working well; steam one hundred and fifteen pounds; thermometer one hundred and five degrees in engine-room; shell enters our starboard side, exploding between cylinder timbers; firing from guns very heavy; second shell enters starboard side, exploding between cylinder timbers; First Assistant Engineer Perry South, and Third Assistant Engineer Benjamin Bull, at engines; 2, P. M.; shell entered wheel-house, carrying away all wheel-chains; engines working well; steam one hundred and twenty pounds; shell passed through pilot-house, shot away all bell-wires and starboard speaking trumpets; handled engines by passing orders through port speaking trumpet; First Assistant Engineer Jos. Hilliard, and Third Assistant Wm. Milligan, at engines; port-piston breaking, caused by the stern of the vessel dropping, but working as well as can be expected; 3, P. M.; starboard engine in good order; port engine out of line, but not disabled; steam one hundred and twenty pounds; thermometer one hundred and eight degrees in engine room; shell entered starboard side, exploding between port cylinder timbers, disabling port engine by breaking full-stroke cam yoke; started propeller but could not handle the vessel; came to anchor to repair damages; repaired

damages by changing cut-off yoke to full-stroke yoke ; got under way in half an hour ; worked engine full stroke ; ready for action again ; engagement ended and we landed opposite Grand Gulf.

‘JOHN M. HARTUPEE,
‘ Acting Chief Engineer.’

“The engagement lasted five and one half hours. The ‘Tuscumbia’ received eighty-two solid shot, and it is impossible to count the shells that exploded in her. The upper work is a perfect wreck. No man could have lived on her deck for a minute. It is believed here that we were under the heaviest fire ever known in naval warfare. The rebels concentrated all their fire on us for at least two hours. More than one-half the time during the fight we were not more than fifty yards from the muzzle of thirty guns, and some of these guns 100-pounder Parrotts, a gun which throws projectiles with greater force than any gun now in use. But all would not do. They could not penetrate the iron sides of the ‘Tuscumbia.’ It is believed here that we were under a heavier fire than ever was known before, not excepting the ‘Keokuk’ at Charleston. We received more shots than all the other vessels combined. But our plating proved perfectly invulnerable against all efforts to penetrate it.

“There was one great blunder committed in building the ‘Tuscumbia,’ and that is, the location of her magazine. To give you an idea of this, I will just say that in action the hatches of the magazine are necessarily left open. When the shell exploded in her turret, the fire from it burned the boy very badly in the face, who was stationed in the door of the magazine to pass powder up. This will be altered before the vessel is pronounced fit for action again. You must not think that the ‘Tuscumbia’ is disabled beyond repair ; she will soon be ready to go in again. Her engines are ready now. All she wants is to raise her wheels, and weld her wheel-chains, and that is a short job. I think you will hear a good account of her yet. *We took four hundred and ninety prisoners*, and I think, from what one of them said when he saw the ‘Tuscumbia,’ that we gave them as good as they sent. Said he : ‘There’s the d—d square box that gave us hell, and she does not look as if she was hurt.’ Since the fight we have buried three men, who died from the wounds received, making in all eight killed. I am happy to inform you that we are all enjoying good health. All the New Albany boys right side up. Wm. Milligan is doing very well. As there are a number of persons

on this boat from New Albany, you have my permission to publish any part of this you may see fit.

“I remain, very respectfully,

“JOHN W. HARTUPEE.”

The foregoing letters, like many other statements of special interest to the writer, is controverted by the official reports of Admiral Porter and Lieutenant-Commander J. W. Shirk, which seem to reverse the phase of this account very considerably.

Admiral Porter says : “The ‘Tuscumbia’ showed great weakness as a fighting ship, though her commander did his best to keep her in a position, where she did excellent service. The *current turned her round and round*, exposing her at every turn. It was a hard fight and a long one, on both sides.”

The congratulatory letter of the secretary of the navy is here inserted as further evidencing the light in which this achievement was held.

CONGRATULATORY LETTER TO REAR-ADMIRAL PORTER ON THE SURRENDER OF VICKSBURG.

“SIR :

“NAVY DEPARTMENT, July 13th, 1863.

“Your despatch of the 4th inst., announcing the surrender of Vicksburg, on the anniversary of the great historic day in our national annals, has been received.

“The fall of that place insures the severance of the rebel territory, and must give the country the speedy uninterrupted navigation of the rivers which water and furnish the ocean outlet to the great central valley of the Union. For the past year the key to the Mississippi has been Vicksburg ; and so satisfied of this was the rebel chief who pioneered the rebellion, and first gave the order to open the fires of civil strife, that he staked his cause upon its retention. By the herculean efforts of the army under the admirable leadership of General Grant, and the persistent and powerful co-operation of the navy commanded by yourself, this great result, under the providence of almighty God, has been achieved. A slave empire divided by this river into equal parts, with liberty in possession of its banks, and freedom upon its waters, cannot exist. The work of rescuing and setting free this noble artery, whose unrestricted vital current is essential to our nationality, commenced with such ability by the veteran Farragut and the lamented Foote, and continued by Davis, is near its consummation. You have only to proceed onward, and meet that veteran chief, whose first act was to dash through the gates by which the rebels assumed to bar the entrance of the Mississippi, whose free communication to and above New Orleans he has ever since proudly maintained.

“When the squadrons of the upper and the lower Mississippi shall combine, and the noble river be again free to the people, the nation will feel its integrity restored, and the names of the heroic champions who signalized themselves in this valuable service, will be cherished and honored.

“Present and future millions, on the shores on those magnificent rivers

which patriotism and valor shall have emancipated, will remember with unceasing gratitude the naval heroes who so well performed their part in these eventful times.

"To yourself, your officers, and the brave and gallant sailors who have been so fertile in resources, so persistent and enduring through so many months of trial and hardship, and so daring under all circumstances, I tender, in name of the president, the thanks and congratulations of the whole country on the fall of Vicksburg.

"Very Respectfully,

GIDEON WELLES,

Secretary of the Navy.

"Rear-Admiral

DAVID D. PORTER,

Commanding Mississippi Squadron, Vicksburg, Miss."

[General Order, No. 76.]

"U. S. MISSISSIPPI SQUADRON,

"Flag Ship 'BLACK HAWK,'

Off Vicksburg, July 26th, 1863.

"Owing to the increasing sickness in the squadron, and the scarcity of men, it becomes necessary for the efficiency of the vessels to use the contrabands to a greater extent than heretofore; the white men cannot stand the southern sun, an exposure to which invariably brings on the disease of this climate, remittent fever. But while employed only on the ordinary duties of the vessels, I find that little or no disease exists. The blacks must therefore be used altogether as boats' crews, or for duty requiring exposure to the sun; every precaution being taken to keep them from being taken sick. The blacks must also be used to defend the vessels where there is a deficiency in the crew. This policy is dictated by necessity, and it is believed that in cases of emergency the blacks will make efficient men. It is desirable that none but the best class of negroes should be taken into the service, and before being shipped they must undergo a physical examination by the surgeon. When qualified, they can be promoted to second-class firemen, coal-heavers, landsmen, O. S., but not to petty officers. Only clothes enough will be issued to them to make them comfortable until they are out of debt, and in all cases they must be kept distinct from the rest of the crew; they can be stationed at guns when vacancies exist, to pass shot and powder, handle hand-spikes, at train-tackles and side-tackles, pumps and fire-buckets; and can be exercised separately at great guns and small arms.

"Great attention will be necessary as respects the cleanliness of the blacks, as they are not naturally clean in their persons.

"The policy of the government is to use the blacks, and every officer should do his utmost to carry this policy out.

"DAVID D. PORTER,

Rear-Admiral

Commanding Mississippi Squadron."

The following is a copy of the general order of Rear-Admiral Porter, read to the gunboat fleet immediately after the battle of Grand Gulf:

[General Order.]

"I take this occasion to thank the officers and men engaged in the attack on the forts at Grand Gulf, for the unflinching gallantry displayed in this affair. Never has there been so long and steady a fight against forts so well and ably commanded; yet at the end of five and a half hours the guns were silenced, four or five dismounted (as we learn from deserters), another commanding officer and his aid killed.

"We have met losses which we cannot but deplore; still, we should not regret the death of those who died so nobly at their guns. Officers! men! let us always be ready to make the sacrifice when duty requires it. Those who have shared in the engagement of the 29th of April may always speak of it with honest pride. It is not our fault, that the enemy's guns and munitions of war are not in our hands—ours is the duty to silence batteries—it cannot be expected that we shall land and take possession.

[Signed]

"DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron.

"Below Grand Gulf, May 2nd, 1863."

The following is a list of the gunboats and their officers which composed the U. S. Mississippi squadron, under command of Rear-Admiral D. D. Porter, U. S. Navy, April 16th, when it passed the batteries at Vicksburg, and at the battle of Grand Gulf, April 29th, 1863:

Iron-clad Steamer "Benton" (Flag).

| | |
|---|--|
| Lieut. Commander, J. A. Greer. | Acting Master's Mates, Wm. Kisner and Hiram Simonton. |
| Ass't Surgeon, N. L. Bates. | |
| Acting Assistant Paymaster, C. G. Lowndes. | Engineers: Acting Chief, Job V. Starr; 1st Assistant, Hector W. Fairfoul; 2nd Assistants, Oliver Bray and Alonzo A. Jenks; 3rd Assistant, Benjamin Farmer. |
| Acting Masters, E. C. Brennan, J. F. Reed, and N. B. Willetts. | Acting Carpenter, Richard Rockford. |
| Acting Ensigns, Wm. J. Lees, H. S. O'Grady, and Peyton H. Randolph. | |

Iron-clad Ram Steamer "Lafayette."

| | |
|---|--|
| Captain Henry Walke, U. S. Navy. | Lovell, S. R. Winram, and Ch. H. Slocum. |
| Acting Vol. Lieut., Ed. Mordan. | |
| do. Ass't Surgeon, Dr. Beaucamp. | Engineers: Acting Chief, Rob't Tate, Acting 1st Ass't, J. Wilkins; 2nd Ass't, Jno. W. Paull; 3rd Ass'ts, E. B. Hill and Max Pratt. |
| Acting Ass't Paymaster, Jas. P. Kelly. | |
| do. Ensigns, John L. Bryant, Fred. G. Sampson, and J. L. Moran. | Acting Gunner, Geo. Price. |
| Acting Master's Mates, Paul Morgan, Wm. P. Higbee, Sturgis O. | do Carpenter, J. W. Lister. |

Iron-clad Steamer "Louisville."

| | |
|--|--|
| Lieut. Commander, Elias K. Owen, U. S. Navy. | Acting Ass't Surgeon, Lafayette Clapp. |
|--|--|

- Acting Ass't Paymaster, D. L. Ruth.
 do. Ensigns, H. A. Coffenberry, Chas. Nelson, H. J. Harkins, Geo. V. Mead, R. H. Louglands, Frank Bates, and Jno. T. Blackford.
 Acting Master's Mates, Jacob J. Drew, Chas. Smith, Jr., and C. S. Scantan.
 Engineers : Acting Chief, James B. Fulton ; 1st Ass't, J. J. Hardy ; 2nd Ass't, C. W. Reynolds ; 3rd Ass't, Chas. F. Degelman.
 Acting Gunner, Wm. Shields.
 do. Carpenter, D. H. Curry.

Iron-clad Steamer "Tuscumbia."

- Lieut. Commander, James W. Shirk, U. S. Navy.
 Ass't Paymaster, Geo. A. Lyon.
 Acting Ensigns, Lewis Kenny and E. M. Clark.
 Engineers : Chief, Jno. W. Hartup-pee ; 1st Ass't, Perry South ; 2nd Ass't, W. J. Milligan.

Iron-clad Steamer "Mound City."

- Lieut. Commander, Byron Wilson, U. S. Navy.
 Acting Lieut., A. R. Langthorn.
 do. Ass't Surgeon, Thos. Rice.
 do. do. Paymaster, B. J. Donahoe.
 do. Master, F. T. Coleman.
 do. Ensigns, S. B. Coleman, D. Stebbins, and W. H. Decker.
 Acting Master's Mate, Rich. T. Lamport
 Engineers : Chief, Ed. Merriman ; 1st Ass't, E. R. Clemens ; 2nd Ass't, Jno. M. Hartnett ; 3rd Ass'ts, Geo. L. Baker and Rich. Carter.
 Acting Gunner, Thos. H. Green.
 do. Carpenter, Jerome Burns.

Iron-clad Steamer "Pittsburg."

- Acting Vol. Lieutenant, W. R. Hoel.
 do. Ass't Surgeon, F. M. Follett.
 do. do. Paymaster, C. H. Gould.
 do. Master, Geo. W. Rodgers.
 do. Ensigns, Chas. H. Hall, Jas. Ovatt, Freeman Vincent, and Geo. W. Garlick.
 do. Master's Mates, Henry N. Wells, Jno. Scott, and Chas. Jones.
 Engineers : Chief, S. B. Goble ; 1st Ass't, Eli R. Pavy ; 2nd Ass'ts, Wm. H. Mitchell and Julius Elliter.
 Acting Gunner, Frank C. Green.
 do. Carpenter, ——— Poplar.

Iron-clad Gunboat "Carondelet."

- Acting Vol. Lieutenant-Commanding, J. McLeod Murphy.
 Ass't Surgeon, D. R. Bannon.
 Acting Ass't Paymaster, J.G. Worden.
 do. Ensigns, Oliver Donelson, Scott D. Jordan, E. W. Miller, and T. A. Quin.
 do. Master's Mates, Lauren W. Hastings and W. H. H. De Groot.
 Engineers : Chief, Chas. H. Caven ; 1st Ass'ts, Geo. H. Atkinson ; 2nd Ass'ts, M. Norton and Walter Barton ; 3rd Ass't, Jno. McWilliams.
 Acting Carpenter, Geo. W. Kenny.

CHAPTER XXII.

FIRST EXPEDITION TO ALEXANDRIA, LA.

Blockading the Mouth of the Red River.—Destruction of Simmsport.—Expression of Confidence in the Gunboats.—Report of Captain Walke.—Statement of an Officer of the "Lafayette."—The Rebel Version.—Unfair Distribution of Medals of Honor.—Orders to Proceed to Vicksburg.—A Brutal Act.

ON the third of May, 1863, Admiral Porter, with the "Benton," "Lafayette," "Pittsburg," and "General Price," descended the Mississippi river, and arrived on the fourth, at the mouth of Red river, where the "Estella," "Switzerland," and "Arizona" joined them, and ascended that river to Alexandria. The fleet captured all the enemy's forts on the way the next day, and took possession of all below that town on the sixth, in advance of General Banks' army.

Our squadron arrived at Alexandria, on the seventh of May, 1863, and anchored in the following order: "Lafayette," "Estella," "Switzerland," flag steamer "Benton," "Pittsburg," "Price," and "Arizona." On the following day our fleet returned down the river, except the "Lafayette," which remained at Alexandria until the 13th instant. Both in ascending and descending this narrow and tortuous stream with the "Lafayette" (which was three hundred feet long) great difficulty was experienced in keeping that vessel from running into the eddies and on shore. Notwithstanding all the care and caution exercised, she got aground twice, in rounding the short bends of the river, but fortunately, on a soft bottom, so that she was hauled off without injury.

AN EXPRESSION OF CONFIDENCE IN THE "LAFAYETTE."

The following paragraph, extracted from the Alexandria correspondence, shows the estimation in which our gunboats were held at that time. Under date May 9th, 1863, the writer says: "This morning, all but one of the numerous gunboats that lay in front of the town have disappeared, the ram 'Lafayette,' remaining alone, to protect the citizens from their friends on the

'Webb,' &c. From what I can learn of the strength of the 'Webb,' and from my own opinion of the capabilities of the 'Lafayette,' the place would be safe enough, if the rebels had a hundred 'Webbs.' The 'Lafayette' is a terrible-looking customer."

There was no hostile demonstration made by the enemy of any importance, on this first expedition, and the people were unmolested; but the second expedition, under General Banks and Admiral Porter, was attended with several exciting events which are already mentioned in history, and we can add but little more of general interest to the subject; but as an incident of the war at that time we insert the following account by Rev. Amos D. McCoy, priest of the Protestant Episcopal Church, in Brooklyn, N. Y., June 2, 1875. "In Alexandria, La., I was from 1847 to 1854 building St. James' Church,—and in 1854, it was consecrated by Bishop Polk to the worship and service of Almighty God, according to the order of the Protestant Episcopal Church in the United States of America, not having a single cent of debt upon it. The building was Byzantine, forty feet by sixty-four feet, and would conveniently accommodate four hundred and fifty persons. The cost of the building and lot, when completed and paid for, was nine thousand three hundred and ninety-five dollars, to which I contributed personally, my whole salary of eight hundred dollars, for three successive years. After that, I went from there to St. Peter's Church, New Orleans, for seamen and others. In November, 1857, there was put in St. James' Church an elegant organ and furniture, and it was richly furnished throughout at a cost of not less than three thousand dollars. When General Banks was retreating through Alexandria, after his defeat at Mansfield, La., the church was fired by a torch, and the whole building with its contents was consumed. It was reported to me that an officer of the Navy, under orders, set it on fire, though Dr. Davidson, senior warden, had been assured by a colonel of the Federal Army that the church should be preserved." The Rev. A. D. McCoy says that he was also informed from good authority, that at the time Alexandria was almost totally destroyed by fire, the Roman Catholic church was protected from the fire by the priest, who stood guard by it and boldly declared that the incendiaries should not burn his church unless they walked over his dead body. Such are the consequences of civil war, which always prey upon the weak or unprotected, against the sacred right of

churches, women and children without pity. He was also informed that when material of immense quantity was required to form a dam in the river for our fleet to pass over the bar, widow's houses were not spared, however blameless their owners; and we regret that such an act is sometimes justified by the necessities of war.

The "Lafayette" remained in the Red river at Alexandria, until General Banks returned to Port Hudson. She with the "Pittsburg" then blockaded the mouth of that river (in place of Admiral Farragut's flag ship "Hartford") to intercept the enemy's supplies or re-enforcements for Port Hudson, until that stronghold was captured by General Banks. This was a long, tedious and sickly position for the crews of these two vessels. Nothing occurred to break the monotony of this service except the dispersion of the enemy's forces under General Taylor, of Kirby Smith's command, which were on their way to the relief of Port Hudson, as was conjectured. The narrative of this service is briefly contained in the following report.

DESTRUCTION OF SIMMSPORT.

CAPTAIN WALKE TO ADMIRAL PORTER.

"U. S. Gunboat 'LAFAYETTE,'

Red River, June 4th, 1863.

"Sir :

"Yesterday morning I sent the 'Switzerland' on a reconnoissance down the Atchafalaya to Simmsport, as requested by Commodore Palmer. When she arrived there, she was fired into by the rebel artillery, wounding several of her crew, and damaging her machinery. After returning the fire for a considerable length of time, she returned and reported to me. As soon as her steam-pipe was repaired, I sent her to Commodore Palmer, with the request that he would send a few troops to capture the enemy's artillery, after I had driven him away from his guns at Simmsport. But she returned this morning without obtaining any assistance from the army, or the promise of any; so I 'got under way' immediately with the 'Pittsburg,' proceeded to Simmsport, and shelled the rebels away from their breastworks, and fired their camp, and the houses which had been occupied as their quarters. The 'Switzerland' accompanied us at a distance, with our sick and wounded. No casualties occurred on this expedition. I have returned to our former anchorage, but shall be obliged to go to the mouth of this river soon, in consequence of low water.

"Very Respectfully,

Your Obedient Servant,

H. WALKE,

Captain U. S. Navy.

"D. D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron."

Commodore Palmer afterwards informed Commodore Walke that the request was not complied with, because his message was not delivered by Lieutenant-Colonel J. A. Ellett, the commander of the "Switzerland." He adds that he has no recollection of seeing the "Switzerland" or her commander on that occasion, and, consequently, no answer could have been returned to Captain Walke by that officer from him as reported by the colonel.

The statements of one of the officers of the "Lafayette" will throw some additional light on the nature of the service. It is as follows, being dated

"Mouth of Red River,

Monday, June 8th, 1863.

"On learning that the rebels had made a stand at Simmsport, four miles from the entrance of the Atchafalaya, the ram 'Switzerland,' Lieutenant-Colonel John E. Ellett, went down to reconnoiter and sound for the depth of water. He had passed Colonel Simms' plantation on the left bank, where General Banks had his late headquarters, without interruption; but a mile further down the steamer was greeted with a shower of bullets from rifles fired from both sides of the river. A considerable fortification, just at the village of Simmsport, which concealed a force, then fired, as well as sharpshooters from behind the levee and trees. Several pieces of light artillery were planted behind the earthworks at Simmsport, which opened a sharp cannonade on the 'Switzerland.' Her pilot-house was riddled with shot, grape and other missiles, which, passing through her light woodwork, wounded three of her crew. The 'Switzerland' kept on her course, firing rapidly her 6's and 24-pounder howitzers, with grape and solid shot. After getting below, she rounded to and repassed the battery, which continued a sharp fire upon the steamer. She returned to the 'Lafayette' immediately, and receiving further instructions from Captain Walke, Colonel Ellett proceeded to Bayou Sara, and reported to General Banks, asking for troops to clear out the rebel nest. The pressing demand for all the available force at Port Hudson, however, prevented him from obtaining troops, and he returned at 2 o'clock, P. M., Thursday, the 4th.

"The 'Lafayette,' having put her sick on board the 'Switzerland,' as that vessel had orders to remain at the mouth of Red river, proceeded to Simmsport, followed by the 'Pittsburg,' Acting Lieutenant Hoel. The 'Switzerland,' contrary to orders, came down to take a hand in the fight if found necessary. The entrance of the Atchafalaya is narrow and almost imperceptible

until close to it. The river had considerably fallen, and it seemed a rather hazardous undertaking to take such large vessels into so narrow and crooked a stream. Our approach seems not to have been suspected. At one mile distant we came in sight of the rebel fort, and sent two 11-inch shell close to if not into their works. In ten minutes more we were up with the fort, firing as we proceeded. As soon as we came within rifle range, our sharpshooters, stationed in our towers on the wheel-houses, poured a raking, plunging fire down into their forts, causing the whole party to pick up and skeddadle in the greatest possible haste. They had previously hitched up their field artillery, and were galloping on the double quick across the field. So precipitate was their flight they had not time, or did not dare to return to their headquarters to get their personal luggage and official papers, many of which fell into our hands. Documents and correspondence of an important character were thus obtained, revealing plans and the number and disposition of troops they have in the neighborhood. The 'secretary' of the adjutant-general was full of papers, marked with distinguished addresses, among others that of 'Major-General J. B. Magruder, Jackson, Miss.,' and 'Q. M. D. A. Mennet, Camp Bernard, 22nd Regiment, Arizona Brigade.' One paper, indorsed 'special order,' which was addressed to the lieutenant-colonel commanding the forces at Simmsport, forbade him from holding any communication whatever with Point Coupee Parish, or allowing any one to cross to and fro, alleging that it was of the highest importance to prevent the enemy ascertaining our (their) real situation on this side of the Atchafalaya."

This information did not, however, either surprise or enlighten our officers, as it was evident from our position at Port Hudson that the enemy would, if possible, endeavor to intercept our transports passing through this channel, and establishing a line of communication himself from Point Coupee to Alexandria, and the surrounding country, preparatory to a concentration of his forces against General Banks to compel him to raise the siege and to re-enforce their garrison at Port Hudson.

Several trunks were captured at Simmsport, containing the wearing apparel of officers high in rank, also valises filled with clothing, &c., indicating a hasty retreat. These were returned to the locality from whence they came, to be restored to their owners with their contents, except such papers as were of use to our commander-in-chief.

THE CONFEDERATE VERSION.

Our *Rebellion Record*, 1864, gives us the following incorrect version of this affair :

“ At Simmsport the fleet came to a landing. The town itself does not exist—a few chimneys alone marking the former site—having been burned by Colonel Charles Rivers Ellet, in retaliation for their having fired on his boat, the ‘Queen of the West.’ Colonel John Ellett afterward visited the place with the ‘Switzerland,’ during the siege of Port Hudson, when he had a severe engagement with the batteries, and finished the work of his cousin.”

This is a specimen of several misrepresentations of this Simmsport fight, which appear to have emanated from the “Switzerland’s” friends or foes, and were doubtless intended as crumbs of special news.

UNFAIR DISTRIBUTION OF MEDALS OF HONOR.

In 1861 it was provided that medals of honor should be given to such petty officers, seamen, landsmen and marines as distinguished themselves by their gallantry in action. The number limited to two hundred was extended by the act of Congress, May 17th, 1864, to such as should receive promotion under this law.

In awarding these tokens of merit it was notorious that the deserts of the “Carondelet’s” crew, which had bravely fought through so many more battles than any other gunboat, were omitted. This mortifying circumstance elicited the following letter from Captain Walke to the officer then in command of that vessel.

“ U. S. Gunboat ‘LAFAYETTE,’
Red River, May 31st, 1863.

“ SIR :

“ I have observed that several of the crew of the gunboats ‘Benton,’ ‘Louisville,’ and ‘De Kalb,’ have ‘medals of honor’ awarded to them for their meritorious conduct, while there are none mentioned for the ‘Carondelet.’ I think this omission must have occurred in consequence of the fact that I (Captain Walke) was detached from the ‘Carondelet,’ and up at Cairo when the notice was given for the names of those who were worthy of medals (although I had reminded and expected my successor to attend to this matter, which was no doubt forgotten or neglected). Therefore I would respectfully request that you would, as the present commander of the ‘Carondelet,’ recommend Michael Riley, quartermaster and captain of bow gun, who has always conducted himself admirably, and fought his gun valiantly and most skillfully through *all* the battles and perils in which the ‘Caron-

delet' has been engaged. Mate Brown has been equally faithful, brave and efficient in all the battles, blockades, &c., in which the 'Carondelet' has been engaged, since she first came down the Mississippi river; also John Ford, clerk, captain of a 64-pounder gun, until he joined the 'Lafayette,' and Wilson, B. mate, always efficient, brave, and faithful in the discharge of all his duties on board the 'Carondelet.' When she ran the gauntlet, he stood outside, and gave the soundings admirably, past Island No. 10. These men have not only braved all these battles, but disease, and many privations in their country's cause, manfully; and I trust you will be so kind as to recommend each of them for a medal, for honors justly due; and oblige

"Your Friend and Obedient Servant,

HENRY WALKER,

Captain U. S. Navy.

"Lieut. Commanding

J. McLEOD MURPHY,

Acting Lieutenant U. S. Navy,

U. S. Gunboat 'Carondelet.'"

We may here give a brief example, which is, that the only man on board of the "Carondelet" who acted in a most cowardly manner in battle, and in the captain's presence, was the first man to receive a medal for meritorious conduct, upon the subsequent recommendation of this acting volunteer commander.

ORDERS TO PROCEED TO VICKSBURG.

Just previous to the operations which resulted in the fall of Vicksburg, the following letter was written.

"U. S. Gunboat 'LAFAYETTE,'

Mississippi River, July 1st, 1863.

"SIR :

"I have received orders from the admiral to proceed to Vicksburg. The ram 'Switzerland' will be sent to your assistance in keeping the blockade of the Red river, and the 'Sachem' will remain with you until she arrives.

"Very Respectfully,

Your Obedient Servant

"Acting Vol. Lieutenant

H. WALKER.

WM. R. HOEL,

Commanding U. S. Gunboat 'Pittsburg.'"

Under orders from Admiral Porter, the "Lafayette," on the second of July, 1863, steamed up the river for Vicksburg, leaving the gunboats "Pittsburg," "Switzerland," "Sachem," and "Estella," to guard the mouth of the Red river.

A BRUTAL ACT.

The "Pittsburg" on the day following visited Simmsport, and here an incident occurred which deserves notice. A poor man

went on board of her to enlist, or obtain some employment to enable him to support his wife and little ones who were standing on the bank of the river anxiously awaiting the result of his adventure. As soon as he reached the upper deck of the boat, a volunteer acting executive officer (or mate) a man of an ungovernable temper, approached him in a threatening manner with the most profane language, and without provocation knocked him overboard with a musket, when he sank to rise no more. The wife, with a heart-rending shriek, fainted and fell to the earth with the infant in her arms. The inhuman skulk, recoiling from the light of conscience, went down to his berth, complaining that he was sick, and, by various artifices, so effectually deceived the officers and crew that they believed him to be dying. Admiral Porter, being informed that he was dying, deferred a court-martial, and the miserable creature thus escaped punishment. This may be thought by some to be a solitary instance in our fleet of the horrors of war, and too shocking for "ears polite," but, being true it is quite as necessary to be related for instruction, as those glorious deeds which are more or less connected with the horrors of war.

Near this time, and at a short distance above Port Hudson (as we are informed through the Rev. Mr. McCoy), there resided a poor old man with a large family, who was visited by some of our gunboat men, to take away a large quantity of lumber and building material which he had been a long time collecting to build a house for his family. The old man begged them for mercy's sake, to spare his property, as he had no hand in the war, being exempted from service by his age; nor in any way by word or deed disloyal to the United States, nor had molested our people in the least degree, but all to no purpose; and finally the old veteran advised them not to attempt it, that he did not wish to hurt any of them, but declared that he would defend his property with his life. He prepared himself for defensive battle, with an old shot-gun without lock, which he loaded to the utmost with buck-shot and slugs, and secured it in a concealed position, pointing in a direction to cover the approach to his lumber; and with a coal of fire at hand, then and there he lay in wait for the marauders. They soon arrived upon the scene of action, and were in the act of carrying off the plunder. At the fatal instant the old man fired his gun; and (as reported through Mr. McCoy) thirteen men were killed and wounded. The remainder fled to their boat as quick as possible, with their killed and wounded, reporting

their defeat by the sudden arrival of a large re-enforcement of the enemy. This misadventure for the time being saved that vicinity from the ravages of war. The orders of the admiral to his fleet, which are inserted in this work, will convince the reader that he had done all that could be done to prevent such outrages upon unarmed people.

The evils of war should be strongly impressed upon the minds of our people, and the effects of this civil war should be carefully recorded for the instruction of posterity. Flattering accounts of glorious victories should not alone fill the pages of our history, for such often intoxicate the mind with vanity and false ideas as to the nature and consequences of war. .

The old proverb says : "Experience is a hard school, but fools will learn in no other." War, at best, is an evil, second only in rank to dereliction of principle. When necessary, it should be waged with all our national strength, but it should always be prosecuted according to the laws and usages of nations ; savages and cowards only wage war upon unarmed individuals.

CHAPTER XXIII.

SIEGE AND CAPTURE OF VICKSBURG.

Reports of Admiral Porter.—Report of Lieut. Geo. M. Bache.—Death of Foote.—Order of Convoy.

REAR-ADMIRAL PORTER'S REPORT.

“ May 23rd, 1863, Mississippi Squadron,
Flag Ship 'BLACK HAWK.'

“ SIR :

“ On the evening of the 21st, I received a communication from General Grant, informing me that he intended to attack the whole of the rebel works at 10, A. M., the next day, and asking me to shell the batteries from 9.30, A. M., until 10.30, A. M., to annoy the garrison. I kept six mortars playing rapidly on the works and town all night, and sent the 'Benton,' 'Mound City,' and 'Carondelet,' up to shell the water batteries and other places, where troops might be rested during the night. At 7 o'clock in the morning, the 'Mound City' proceeded across the river, and made an attack on the hill batteries opposite the canal. At 8 o'clock I joined her with the 'Benton,' 'Tuscumbia,' and 'Carondelet.' All these vessels opened, and finally silenced them, though the main work (on the battery containing the heavy rifled guns) was done by the 'Mound City,' Lieutenant Commanding Byron Wilson. I then pushed the 'Benton,' 'Mound City,' and 'Carondelet' up to the water batteries, leaving the 'Tuscumbia' (which vessel is still out of repair) to keep the hill batteries from firing on our vessels after they had passed by. The three gunboats passed up slowly, owing to the strong current; the 'Mound City' leading, 'Benton' following, and the 'Carondelet' astern. The water batteries opened furiously, supported by a battery on the starboard beam of the vessels. The vessels advanced to within four hundred and forty yards (by our marks), and returned the fire for two hours without cessation; the enemy's fire being very accurate and incessant. Finding that the hill batteries behind me were silenced, I ordered up the 'Tuscumbia' to within eight hundred yards of the batteries, but her turret was soon made untenable, not standing the enemy's shot, and I made her drop down. I had been engaged with the forts an hour longer than General Grant asked; the vessels had all received several shots under water which we could not stop up while in motion; and not knowing what might have delayed the movements of the Army, I ordered the vessels to drop out of fire, which they did in a cool, handsome manner. This was the hottest fire the gunboats have ever been under; but owing to the water batteries being

more on a level with them than usual, the gunboats threw their shell so fast that the aim of the enemy was not very good. The enemy hit the vessels a number of times, but fighting bow on, their shot did but little damage; not a man was killed, and only a few wounded. I had only ammunition enough for a few minutes longer, and set all hands to work to fill up from our depot below. After dropping back, I found that the enemy had taken possession again of one of the lower hill batteries, and was endeavoring to remove his guns, and had mounted a 12-pounder field-piece to fire at General McArthur's troops, which had landed a short time before at Warrington's. I sent the 'Mound City' and 'Carondelet' to drive him off, which they did in a few moments. The officers and men of all the vessels behaved with their usual gallantry; they had none of them been to rest for three days and nights, most of them having been engaged in firing on the batteries and town, and I allowed them to devote the afternoon to the necessary repose.

"I beg leave to enclose a letter from General McArthur, explaining why he did not, to use his own expression, take advantage of the results gained by the gunboats. I have since heard from General Grant that the Army did assault at the right time vigorously; in the noise and smoke we could not see or hear it; the gunboats, therefore, were still fighting when the assault had proved unsuccessful. The Army had terrible work before them, and are fighting as well as soldiers ever fought before, but the enemy's works are stronger than any of us dreamed of. General Grant and his soldiers are confident, and I am confident, that they have brave energetic generals in this Army, and will soon overcome all obstacles, and carry the works.

"I am, Sir, your Obedient Servant,
D. D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron."

"Hon.

GIDEON WELLES,

Secretary of the Navy."

OFFICIAL REPORT OF THE SURRENDER OF VICKSBURG.

ADMIRAL PORTER TO SECRETARY WELLES.

"U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,' July 4th, 1863.

"SIR :

"I have the honor to inform you that Vicksburg has surrendered at last to the United States (*forces to us*), after a desperate but vain resistance. That she has not done so sooner has not been for want of ability on the part of the military commanders, but from the magnitude of the defenses, which were intended to repulse any force the government could possibly send there. What bearing this will have on the rebellion, remains to be seen; but the magnitude of the success must go far towards crushing out the revolution, and establishing once more the commerce of the States bordering on this river.

"History has seldom had an opportunity of recording so desperate a defense on one side, with so much courage, ability, perseverance, and endurance, on the other; and if ever an Army was entitled to the gratitude of a nation, it is the Army of the Tennessee, and its gallant leaders.

"The Navy has necessarily performed a less conspicuous part in the capture of Vicksburg than the Army; still it has been employed in a manner highly creditable to all concerned. The gunboats have been constantly employed below Pittsburg in shelling the works, and with success, co-operating heartily with the left wing of the Army. The mortar-boats have been at work for forty-two days, without intermission, throwing shell into all parts of the city, even reaching the works in the rear of Vicksburg, and in front of our troops, a distance of three miles. Three heavy guns, placed on scows—a 9-inch, 10-inch, and a 100-pounder rifle—were placed in position a mile from the town, and commanded all the important water batteries. They have kept up an accurate and incessant fire for fourteen days, doing all the damage that could be done by guns under the circumstances. Five 8-inch, two 9-inch, two 42-pounder rifles, and four 30-pounder shell guns have been landed, at the request of the different generals commanding corps, from the gunboats, and mounted in the rear of Vicksburg, and wherever I could spare the officers and men from our small complement, they were sent to manage the guns, with what ability, I leave to the general commanding the forces to say. In the meantime I stationed smaller class gunboats to keep the banks of the Mississippi clear of guerrillas, who were assembling in force, and with a large number of cannon, to block up the river, and cut off the transports bringing down supplies, re-enforcements, and ammunition for the Army. Though the rebels, on several occasions, built batteries, and with a large force attempted to sink or capture the transports, they never succeeded, but were defeated by the gunboats, with severe loss on all occasions. Without a watchful care over the Mississippi, the operations of the Army would have been much interfered with; and I can say honestly that officers never did their duty better than those who have patrolled the river from Cairo to Vicksburg. One steamer only was badly disabled since our operations commenced, and six or seven men killed and wounded. While the Army have had a troublesome enemy in front and behind them, the gunboats, marine brigade under General Ellett, and a small force under Generals Dennis and Mower, have kept at bay a large force of rebels, over twelve thousand strong, accompanied by a large quantity of artillery. Though offered battle several times, and engaged, they invariably fled, and satisfied themselves by assaulting half-disciplined and unarmed blacks.

"The capture of Vicksburg leaves us a large Army and Naval force free to act all along the river; and I hope soon to add to my department the vessels which have been temporarily lost to the service, viz., the 'Indianola' and 'Cincinnati.'

"The effect of this blow will be felt far up the tributaries of the Mississippi; the timid and doubtful will take heart, and the wicked will, I hope, cease to trouble us, for fear of the punishment which will sooner or later overtake them. There has been a large expenditure of ammunition during the siege. The mortars have fired 7,000 mortar shell, and the gunboats 4,500; 4,500 have been fired from the naval guns

on shore, and we have supplied over six thousand (6,000) to the different Army corps.

“ I have the honor to remain,

“ Very Respectfully,

Your Obedient Servant,

DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron.

“ Hon.

GIDEON WELLES,

Secretary of the Navy, Washington, D. C.”

THE ATTACK OF THE U. S. GUNBOAT “CINCINNATI” ON THE UPPER
BATTERIES IN THE BATTLE OF VICKSBURG. REPORT OF
LIEUTENANT-COMMANDER GEORGE M. BACHE.

“ Mississippi Squadron,

Flag Ship ‘BLACK HAWK,’ above Vicksburg,

May 27th, 1863.

“ SIR:

“ In obedience to your orders, the ‘Cincinnati’ got under way this morning at seven o’clock, and steamed slowly down until a little abreast of where the mortars lay, when we rounded to. The enemy fired several shot from a gun called ‘Whistling Dick,’ but soon gave up. At half-past eight, with a full head of steam, we stood for the position assigned us. The enemy fired rapidly from all their batteries. When abreast of our position, and rounding to, a ball entered the magazine, and she commenced filling rapidly. Shortly after, the starboard tiller was carried away. Before and after this time the enemy fired with great accuracy, hitting us almost every time. We were especially annoyed by plunging shot from the hills, an 8-inch rifle and a 10-inch smooth-bore doing us much damage. The shot went entirely through our protection—hay, wood and iron.

“ Finding that the vessel would sink, I ran her up stream, and as near the right-hand shore as our damaged steering apparatus would permit. About ten minutes before she sunk we ran close in, got out a plank, and put the wounded ashore. We also got a hawser out to make fast to a tree to hold her until she sank. Unfortunately, the men ashore at the hawser left it without making it fast, the enemy still firing. The boat commenced drifting out, and I sang out to the men to swim ashore, thinking we were in deep water, as was reported that we really were. I suppose about fifteen drowned, and one, probably, taken prisoner, will sum up our whole loss.

“ The boat sank in about three fathoms of water, lies level, and can be easily raised. She lies within range of the enemy’s batteries. The vessel went down with her colors nailed to the mast, or rather the stump of one, all three having been shot away. Our fire, until the magazine was drowned, was good, and I am satisfied did damage. We only fired at a two-gun water battery.

“ Very Respectfully,

Your Obedient Servant,

“ Acting Rear-Admiral

D. D. PORTER,

Commanding Mississippi Squadron.”

GEORGE M. BACHE,

Lieutenant Commanding.

For further particulars as to this important and interesting subject, we must refer our readers to the Report of the Secretary of the Navy for the year 1863. For the sake, however, of showing the honorable mention made of the commanding officers in our flotilla, we subjoin the following orders and reports of Admiral Porter :

DETAILED REPORT OF REAR-ADMIRAL PORTER.

“U. S. Mississippi Squadron,
Flag Ship ‘BLACK HAWK,’ off Vicksburg,
July 13th, 1863.

“SIR :

“I have the honor to report to the Department the different actions that have occurred on this river since the investment of Vicksburg; and it now remains for me to give credit to the different officers who have participated in the events transpiring here.

“When I took command of this squadron the river was virtually closed against our steamers from Helena to Vicksburg. It was only necessary to impress the officers and men with the importance of opening communication with New Orleans, and every one, with few exceptions, had embarked in the enterprize with a zeal that is highly creditable to them, and with a determination that the river should be opened if their aid could effect it. With such officers, and the able general who commands the Army, I have not feared for the result, though it has been postponed longer than I thought it would be.

“First and foremost, allow me speak of Captain Pennock, fleet captain and commandant at Cairo. To him I am much indebted for the promptness with which he has kept the squadron supplied with all that was required or could be produced. His duty has been no sinecure, and he has performed it with an ability that could not have been surpassed by any officer in the Navy. He has materially assisted me in the management of the Tennessee and Cumberland squadrons, keeping me promptly informed of all the movements of the enemy, and enabled me to make the proper disposition to check him, exercising a most discreet judgment in moving the vessels to meet the rebels when there was no time to hear from me. The war on the banks of the Tennessee and Cumberland has been carried on most actively. There has been incessant skirmishing between the guerrillas and the gunboats, in which the rebels have been defeated in every instance. So constant are these attacks that we cease to think of them as of any importance, though there has been much gallantry displayed on many occasions.

“Lieutenant-Commanders Phelps and Fitch have each had command of these rivers, and have shown themselves to be most able officers. I feel no apprehension, at any time, with regard to movements in that quarter. Had it not been for the activity and energy displayed by Lieutenant-Commander Fitch, Captain Pennock and Lieutenant-Commander Phelps, General Rosecrans would have been left without provisions. To Captain Walke, Commander Woodworth, Lieutenant-Commanders Breeze, Greer, Shirk, Owen, Wilson, Walker, Murphy, Selfridge, Pritchett, Ramsey and Acting Volun-

teer Lieutenant Hoel, I feel much indebted, for their active and energetic attention to all my orders, and their ready co-operation with the army corps commanders at all times, which enabled them to carry out their plans successfully.

“The ‘Benton,’ Lieutenant-Commander Greer, ‘Mound City,’ Lieutenant-Commander Byron Wilson, ‘Tuscumbia,’ Lieutenant-Commander Shirk, ‘Carondelet,’ Acting Lieutenant Murphy, and the ‘Sterling Price,’ Commander Woodworth, have been almost constantly under fire of the batteries at Vicksburg, since the forty-five days’ siege commenced. The attack of the 22nd of May, by the ‘Benton,’ ‘Mound City,’ ‘Carondelet’ and ‘Tuscumbia,’ on all the water batteries, in which three were silenced, and four guns injured or dismantled, was one of the best contested engagements of the kind during the war.

“On the next attack of the same gunboats, when General Grant opened all his batteries for six hours, the river batteries were all deserted, and the gunboats moved up and down without having a shot fired at them, showing the moral effect the first attack had.

“The attack of the ‘Cincinnati,’ Lieutenant-Commander Bache, on the water batteries, will long be ranked among the most gallant events of this war; and though Lieutenant Bache had the misfortune to have his vessel sunk under him, he well deserves the handsome commendation bestowed upon him by the Department. To Lieutenant-Commander Ramsey, of the ‘Choctaw,’ was assigned the management of three heavy guns, placed on scows, and anchored in a position to command the town and water batteries. Every gun the enemy could bring to bear on these boats was fired incessantly at them, but without one moment’s cessation of fire on the part of our seamen, though the enemy’s shot and shell fell like hail among them. This battery completely entailed the batteries and rifle-pits in front of General Sherman, and made them untenable.

“The mortar-boats were under charge of Gunner Eugene Mack, who for thirty days stood at his post, the firing continuing night and day. He performed his duty well, and merits approval. The labor was extremely hard, and every man at the mortars was laid up with sickness, owing to excessive labor. After Mr. Mack was taken ill, Ensign Miller took charge and conducted the firing with marked ability. We know that nothing conduced more to the end of the siege than the mortar firing, which demoralized the rebels, killed and wounded a number of persons, killed the cattle, destroyed property of all kinds, and set the city on fire. On the last two days we were enabled to reach the outer works of the enemy by firing heavy charges of 26 pounds of powder; the distance of three miles, and the falling of shells was very annoying to the rebels. To use the words of the rebel officer, ‘our shells intruded everywhere.’

“Lieutenant-Commander Breeze has been very efficient in relieving me of a vast amount of duty, superintending, personally, all the requirements made on the Navy, and facilitating the operations of the Army in every way that laid in his power. In every instance where it was at all possible to bring the ‘Black Hawk’ into action against the enemy’s batteries, he has not hesitated to do so, though she was not fortified exactly for that purpose. His long-range guns have done most excellent service at different times.

“I beg leave to mention the different commanders of the light-draughts,

who have carried out my orders promptly, aided in keeping guerrillas from the river, convoyed transports safely, and kept their vessels in good condition for service, viz. : Acting Volunteer Lieutenant George W. Brown, commanding 'Forest Rose;' Acting Volunteer Lieutenant C. Downing, commanding 'Signal;' Acting Volunteer Lieutenant J. S. Hurd, commanding 'Covington;' Ensign Wm. C. Handford, commanding 'Robb;' Acting Master J. C. Bunner, commanding 'New Era;' Acting Volunteer Lieutenant J. V. Johnstone, commanding 'Romeo;' Acting Volunteer Lieutenant John Price, commanding 'Petrel;' Acting Master W. E. Fentress, commanding 'Rattler;' Acting Volunteer Lieutenant T. E. Smith, commanding 'Linden;' Acting Volunteer Lieutenant E. C. Brennand, commanding 'Prairie Bird;' Acting Volunteer Lieutenant J. Gandy, commanding 'Queen City.' There are others who deserve commendation, but these seem to me the most prominent.

"The action of the 4th of July, at Helena, wherein the 'Tyler' participated so largely, has already been reported to the Department. There is no doubt left on the minds of any, but that the 'Tyler' saved Helena; for, though General Prentiss fought with skill and daring not excelled in the war, his little force of thirty-five hundred were fast being overpowered by the enemy, with eighteen thousand men, when the 'Tyler' took a position, and changed the fortunes of the day.

"I must not omit to mention Acting Volunteer Lieutenants Hamilton and Richardson, of the powder vessels, 'Great Western' and 'Judge Torrence.' They were unremitting in their attentions to their duty during the siege, supplying without delay every requisition made on them by the Army and Navy, and volunteering for any service. When the Army called on the Navy for siege guns, I detailed that officer, and men I could spare, to man and work the batteries. Lieutenant-Commander Selfridge had command of the naval battery on the right wing, General Sherman's corps. This battery was worked with ability, and elicited the warmest praises from the commanding general. One thousand shells were fired into the enemy's works from Lieutenant-Commander Selfridge's guns. His services being required up the river, I relieved him a few days before the surrender, and Lieutenant-Commander Walker supplied his place, and conducted the firing with the same ability. Acting Master Charles B. Dahlgren was ordered to report to General McPherson for duty, and was assigned the management of two 9-inch guns, which were admirably served. Acting Master Reen, of the 'Benton,' had charge of the batteries at Fort Benton, so called by General Herron, in honor to the occasion. General Herron generously acknowledged the services of those I sent him, which communication I enclose with this report.

"I have endeavored to do justice to all who were immediately engaged in the struggle for the mastery of the Mississippi. To the Army do we owe immediate thanks for the capture of Vicksburg; but the Army was much facilitated by the Navy, which was ready at all times to co-operate. This has been no small undertaking. The late investment and capture of Vicksburg will be characterized as one of the greatest military achievements ever known. The conception of the idea originated solely with General Grant, who adopted a course in which great labor was performed, great battles were fought, and great risk was run. A single mistake would have involved

us in difficulty ; but so well were all the plans matured, so well were all the movements timed, and so rapid were the evolutions performed, that not a mistake has occurred from the passage of the fleet by Vicksburg, and the passage of the Army across the river, up to the present time. So confident was I of the ability of General Grant to carry out his plans when he explained them to me, that I never hesitated to change my position from above to below Vicksburg. The work was hard, the fighting severe, but the blows struck were constant.

" In forty-five days after our Army was landed, a rebel army of sixty thousand men had been captured, killed, and wounded, or scattered to their homes, perfectly demoralized ; while our loss has been only five thousand killed, wounded, and missing, and the temporary loss of one gunboat. The fortifications and defenses of the city exceed anything that has been built in modern times, and are doubly unassailable from their immense height above the bed of the river. The fall of Vicksburg insures the fall of Port Hudson and the opening of the Mississippi river, which, I am happy to say, can be traversed from its source to its mouth, without apparent impediment, the first time during the war.

" I take this opportunity to give to Mr. Fendal and Mr. Strausz, assistants in the coast survey, the full credit they deserve for their indefatigable industry. Since they have been attached to the squadron, they have been connected with almost every expedition that has been undertaken ; they have kept both Army and Navy supplied with charts, when they could not be otherwise obtained ; they were found ready at all times to go anywhere or do anything required of them, whether it was on a gunboat expedition, or in the trenches before Vicksburg, engineering, when the general commanding called for volunteers from the Navy. They have added to our collection of maps many geographical corrections which are valuable, and they have proved to me that no squadron can operate effectively without a good corps of surveyors.

" I have the honor to be,

" Very Respectfully,

Your Obedient Servant,

DAVID D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron.

" Hon.

GIDEON WELLES,

Secretary of the Navy, Washington."

This full, generous, and detailed report of the meritorious conduct of each and all the commanding officers, including those who had a special command at Vicksburg, certainly far surpasses all others which have come under our observation. It is a notable example of the generous regard which Admiral Porter has always shown for those who have served their country under his command. An example which, we trust, will be followed by our children's children to the end of time. Our naval historian briefly sets forth the fact that our lamented Rear-Admiral Foote was actuated by the same principle, in these appropriate words :

"The nobleness of Commodore Foote's character was ever seen in the very warm commendations with which he mentioned in his dispatches every officer whom he thought deserving. He was a warm admirer of General Collom, of General Halleck's staff, and in the dispatches announcing the fall of Columbus, he took special pains to commend to the secretary, Commanders Dove, Walke, and Stembel, and Lieutenants Paulding, Thompson, Shirk, Phelps, and Sandford."

The following order was received in the fleet when Vicksburg surrendered :

[General Order, No. 16.]

"NAVY DEPARTMENT,

June 27th, 1863.

"A gallant and distinguished Naval Officer is lost to the country. The hero of Fort Henry and Fort Donelson—the daring and indomitable spirit that created and led to successive victories the Mississippi flotilla—the heroic *Christian* sailor, who in the China seas and on the coast of Africa, as well as the great interior rivers of our country, sustained with unflinching fidelity and devotion the honor of our flag and the cause of the Union, Rear-Admiral Andrew Hull Foote, is no more.

"On his way to the command of the South Atlantic Blockading Squadron, a position to which he had been recently assigned, and the duties of which were commanding the earnest energies and vigorous resources of a mind of no ordinary character, he was suddenly prostrated by disease, and after a brief illness, breathed his last at the Astor House, at New York, on the evening of the 26th inst.

"Among the noble and honored dead whose names have added lustre to our Naval renown, and must ever adorn our national annals, few will stand more pre-eminent than that of the gallant and self-sacrificing *Christian* sailor and gentleman whose loss we now deplore. Appreciating his virtues and his services, a grateful country had rendered him while living its willing honors, and will mourn his death.

"As a mark of respect, it is hereby ordered that the flags at the several navy yards, naval stations, and on the flagships of squadrons, be hoisted at half-mast, and that thirteen minute guns be fired at meridian on the day after the receipt of this order.

"GIDEON WELLES,
Secretary of the Navy."

[General Order, No. 73.]

"U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'
Off Vicksburg, July 23rd, 1863.

"Now that the duties of the squadron are less arduous, no reason exists why it should not at all times present a neat and uniform appearance. The commanders are requested to be particular in regard to the appearance of their vessels and crews ; that discipline and etiquette, for which the Navy has always been noted, must not be lost sight of on these rivers, for etiquette is the soul of the service. Neat boats and crews indicate the character of

the vessels, and the appearance of officers on or off duty, the character of the commander. It is too common for officers to call upon the commander-in-chief, on matters relating to duty, without their side arms or proper uniform, which is contrary to the established customs of the Navy. The attention of commanders of light drafts is particularly called to these matters, as there is a want of neatness about some of them quite inexcusable. The rules and regulations issued by me to the light drafts, will not only secure neatness if followed, but efficiency in every department of the vessel.

“Great attention must be paid now to the health of the crews; the men must be kept out of the sun, and under awning in boats, or on shipboard. They must not work in the heat of the day, but in the morning and evening.

“**DAVID D. PORTER,**
Acting Rear-Admiral
Commanding Mississippi Squadron.”

[General Order No. 67.]

“U. S. Mississippi Squadron,
Flag Ship ‘BLACK HAWK,’
June 25th, 1863.

“*Order of Convoy.*—When gunboats are detailed to convoy vessels, the commanders will arrange signals as follows: Close order, three (3) whistles; Enemy in sight, a continued whistle and fire a gun; Four (4) whistles, gunboat wants to communicate; Five (5) whistles, convoy must stop for gunboat to reconnoiter. The gunboat, when there is only one, will keep close astern of the last steamer, and engage any guerrillas while the boats are passing out of gun-shot. No transport will be allowed to land or keep out of line without there is actual necessity, or notifying the gunboat, and the gunboats will not be allowed to scatter themselves further than two hundred yards apart. When the gunboats are approaching a gunboat station, they will turn over the transports to the vessels of war there, unless they are specially detailed for convoy all the way through. When they deliver the convoy past all danger, they will report to senior officer present, who will order them to return to their station, &c. The divisional commander will issue any order he may deem necessary, not conflicting with mine. Gunboats will, at all times, keep a strict look out, and when in dangerous neighborhoods, keep sharpshooters on deck, and a gun loaded with shrapnel. In running at night, cabin lights of gunboats and transports must be kept covered up, and every precaution taken against being hit.

“**DAVID D. PORTER,**
Acting Rear-Admiral
Commanding Mississippi Squadron.”

[General Order, No. 68.]

“U. S. Mississippi Squadron,
Flag Ship ‘BLACK HAWK,’
June 27th, 1863.

“The officers and soldiers of the Department of the Tennessee, belonging to Companies A and B, 58th O. V. I., Lieutenant Charles Kette, commanding on ‘Mound City.’ Co. C, 58th O. V. I., Captain E. J. Brannais, commanding on ‘Signal.’ Co. D, 58th O. V. I., Lieatenant Louis Keller, commanding on ‘Carondelet.’ Co. E, 58th O. V. I., Lieutenant D. Specht,

commanding on 'Baron de Kalb.' Cos. F and G, 58th O. V. I., Lieutenant Jacob Haering, commanding on 'Benton.' Co. H, 58th O. V. I., Lieutenant Wm. H. Hals, commanding on 'Pittsburg.' Co. I, 58th O. V. I., Lieutenant Stephen Defenbaugh, commanding on 'Linden.' Co. K, 58th O. V. I., Captain Wm. S. Friesuer, commanding on 'Louisville.' Co. D, Ill. V. I., Captain E. P. H. Stone, commanding on 'Tyler.' Co. K, 20th Ill. V. I., Lieutenant T. V. Smith, commanding on 'Petrel.' Co. A, 101st Ill. V. I., Lieutenant Chas. Hunt, commanding on 'General Bragg,' and Cos. G and H, 101st Ill. V. I., Lieutenant W. T. Luttrell, commanding on 'Lafayette,' have been now employed in this squadron since the month of March, doing duty as Marines, on board of the vessels to which they have been attached. They have participated with us in the attack on Fort Pemberton, the Yazoo Pass Expedition, the reconnoissance of Deer Creek, attack on Haines' Bluff, the passage of Vicksburg, the battle of Grand Gulf, the capture of Alexandria and forts on the Red river, the attack on the batteries at Vicksburg of the 22nd of May, in the attack on Vicksburg again on the 20th of June, and various other affairs, in all of which they have done themselves great credit.

"It affords me gratification to bear testimony to their good conduct, bravery in action, and attention to their duties. I shall take pleasure in mentioning personally those brave officers of the Army who fell in battle, or were wounded while at their post fighting for their country, and deem myself fortunate in having had detailed for the squadron, so brave and efficient a party of men, who will always possess my entire confidence. I take pleasure in paying this just tribute to them, and hope they will continue to merit approval, as they have hitherto done. Part of those officers and soldiers were necessarily employed on vessels which could not enter into an engagement, but they always expressed a desire to serve in battle, and deserve as much credit as their more fortunate companions in arms, who were able to fight for their country.

" DAVID D. PORTER,

*Acting Rear-Admiral
Commanding Mississippi Squadron."*

CHAPTER XXIV.

CONTRABANDS AND GUERRILLAS.

Contrabands and Guerrillas.—Protecting the Negroes.—Incidents on the Mississippi.—Guerrillas.—“Lafayette” and “Pittsburg” at the Red River.—Contraband Trade.—Remarks.

THE great American Civil War caused some variation in our dialect; the most prominent is that of General Butler's application to the slave (contrabands), the importance of whose position could not be ignored. The planters throughout the region traversed by our gunboats, to secure their slaves, drove them westward as fast as possible, even chaining them in gangs to prevent their escape.

As the war was proionged, changes were required in the treatment of this class of our people, who had become a powerful adjunct to the forces of the enemy. The General Order, No. 4, was promulgated to obviate this evil, and invite them to accept their freedom, and to enlist in our service, which brought many to the river banks, with such portables as they could bring with them. Although it was with evident regret that they left their native homes, all rejoiced to escape their dreaded deportation to Texas. Some of them, being pursued by their masters, came off to the gunboat in small boats, presenting a most pitiable condition; one with a shackle on his wrist, came on board “Lafayette,” terribly lacerated by the lash and the bite of dogs, from which he said he had just escaped. Another (a young man) having by the skillful use of his club, and heels, eluded the pursuit of man, and horse and dogs, reached the vessel in a small skiff, so terror-stricken, that he immediately commenced begging for his life, and it was with difficulty he was convinced that he was safe with friends, nor did he recover from the shock until the surgeon, paymaster, and some of his own people took care of him.

On the 29th of June, the rebels made a raid upon Colonel Acklen's and the neighboring plantations. At about three o'clock in the morning, twenty-five or thirty of their cavalry rode in haste and captured two of our sick men in a temporary hospital near the

bank of the river where the gunboat "Pittsburg" was anchored. The "Lafayette" was then anchored below and opposite the mouth of Red river, where she cut off the enemy's communication with Port Hudson, most effectually. The cavalry succeeded in carrying off a negro patient. The slaves fled to the woods, and hid from the enemy, who were reported to be in reserve surrounding the plantation. At daylight, the shore opposite the "Lafayette" was covered with a multitude of blacks, of all ages and descriptions, with their movable household goods. The watch on board the "Lafayette" soon spread the alarm, when all hands rose immediately, and the river was soon covered with a living mass passing to and from the landing.

The "small-armed men" and "sharpshooters" were marshaled, and sent off in pursuit of the enemy, who had retired beyond the reach of our batteries. The slaves under our protection returned to their homes, and brought down their chattels in horse, mule and ox wagons, or on their backs; and, in their boats and barges, came down the river, waving their hats and handkerchiefs. The remaining boats and several very large coal-barges were hastened on shore under the guns of the "Lafayette" to receive the terrified fugitives, who, by the efforts of our generous crew, were soon in various ways sheltered and partitioned in separate families and well provisioned from the stocks at their deserted homes. The childlike confidence of the poor people in their defenseless state, the abject submission and perfect faith of these bewildered men, women and little children, wrung a throb of pity from many, whose rugged sphere in life had nearly chilled the pulse of tender emotion. "Thank you, massa;" "God bless you, massa;" "De Lord reward you, massa," was repeated again and again by these poor people as they met their benefactors, and when order was restored, silence was observed and prayer heard in all their new quarters. Some of the best able-bodied boatmen of the contrabands joined the "Lafayette's" crew, and the old, as elders, preserved a happy degree of harmony among their people. Morning and evening prayers were observed with due reverence. The solemnity of the Sabbath was undisturbed, the quarter-deck and coal-barges being devoted to its service. At evening the hearty prayer and sacred psalm re-echoed along the banks of the river, dying away in the quiet of the night; then the brilliant but pensive moonlight, a cool sea-breeze, and the lonely warbling of the nightingale or mocking-bird of the forest floating over the placid waters of the Mississippi, formed a picture of serene beauty

truly refreshing, though at intervals interrupted by the mournful roar of distant guns on the cliffs of Port Hudson, as it wound its way up the great river. "Hear! O heavens, and give ear, O earth; for the Lord hath spoken; I have nourished and brought up children, and they have rebelled against me." "The ox knoweth his owner, and the ass his master's crib; but Israel doth not know, my people doth not consider."

System being essential to their comfort, small temporary apartments of boards and canvas for families, stewards, cooks and messes were arranged for them; and the negroes, accommodating themselves to circumstances, were as happy as possible in their new homes, having their afternoon dance, with evening songs, and prayers following.

They bade us good-bye at last, with sadness, looking, may be, for the last time, on their native home, as it receded from their gaze. All was quiet again on board, but sympathy still plead for the oppressed.

Nine hundred of these people were sent to Port Hudson, in the gunboat "Pittsburg" and steamer "St. Maurice," with a barge in tow, and as fast as they accumulated under the protection of the gunboats, they were transferred to Port Hudson, Baton Rouge or Vicksburg.

The intelligent officer of the "Lafayette," to whose correspondence we have referred, makes the following statements of the above-mentioned events:

"All the planters throughout that region have taken the alarm at the near prospect of the fall of Port Hudson and Vicksburg, and are starting their slaves off to Texas. They contrive to take them unawares, and bind and chain them in gangs. The slaves were then deserting the plantations and flying for succor to the gunboats or to the army. They all seem as happy as larks at having escaped the dreadful fate which awaited them, of going to Texas; and are ready to fight, dig or die for 'Uncle Abraham and their freedom.'"

To properly describe the guerrilla warfare carried on by detached parties, and even by individuals, would alone require a volume; rumor attributing to one man the killing of fifty Unionists. Our steamers were terribly harassed by guerrillas in the spring of 1863. The transport "Imperial" with two batteries of artillery and one regiment of Indiana troops on the way to Grand lake and Lake Providence received on board several Union men (whose houses were burnt by the Confederates), and these men

gave information of the enemy's movements in firing on our boats in transit, from the river bank. This information obtained from the southern people caused our troops to land and burn the guerrilla houses and huts, for fifteen or twenty miles down the river on the west bank to Lake Providence, where the rebels had wantonly shot some colored troops whom they had captured near Goodrich's landing. At that point our troops had fortified themselves, and this retaliation was a military necessity in this particular instance.

The capture of some of our officers, referred to in Order No. 92, (in the appendix) as reported by the officers of the "Rattler," was a scene of rare excitement. This small gunboat had just relieved the "Forest Rose," a vessel of the same class, whose officers were to have attended the church on the Sunday following, but, fortunately for them, they were ordered elsewhere, and their friends were caught in the trap. The commanding officer, engineer, and pilot, with about a dozen others from the unlucky "Rattler" accompanied some ladies to church, in Rodney, which was about three hundred yards from the landing. Soon after the service commenced there was a voiceless commotion around the church, and presently a band of guerrillas, armed to the teeth, marched in and demanded, at the peril of their lives, the immediate surrender of the party of officers and men from the Yankee gunboat. The engineer sprang through the window, revolver in hand, fought and forced his way back to the gunboat. The captain, being the most conspicuous and unarmed, was first arrested. The pilot, in the confusion, hid himself behind his lady friends, who retained their seats until the church was deserted, when he escaped. The engineer reached the "Rattler's" small boat in time to get on board the gunboat, which was at anchor. She prepared to fire on the town, but being warned by the guerrillas to desist under a threat that they would hang all the captives, whom they paraded on the bank of the river, the gunboat was silenced, and her unfortunate officers and men marched for Richmond.

This was not the last of the "Rattler's" ill-luck. Her commander had lacked system and discretion; and his successor was not only deficient in these two essentials, but reported to be also a traitor and deserter. Several months subsequent to the above-mentioned circumstances, when the "Rattler" was stationed at Island No. 108, or Hurricane island, another unfortunate affair was narrated to us by one of the officers, substantially as follows: The executive officer or chief officer of the "Rattler," and a

large part of her crew went on shore, by permission of the captain. As they did not return to the vessel, great anxiety ensued, and Master's Mate Welles took an armed boat and started after them. He was met by a suspicious-looking boat coming towards the vessel full of men, whom he hailed, and receiving an improper answer, warned them off, and returned to his vessel while firing on them. The suspicious boat returned to the shore again, but the combination of circumstances aroused the suspicions of all on board, and the captain was obliged to take the steamer to the shore and get his officers and men, who, by this time, began to suspect the foul play which had been arranged between the captain and executive officer, who deserted to the enemy next day. It was afterwards reported in the fleet that the intention of these officers was, to sell the vessel to the enemy while so many of her crew and officers were on shore, then fill her with Confederate troops, and steam down the river to board and capture the "Benton" (then lying at Natchez) at night; and then, with the "Benton" to capture the remainder of our fleet in detail. Their designs were, however, frustrated by a drunken leader of the rebel party.

THE SUPPRESSION OF CONTRABAND TRADE.

A truly gratifying feature of our operations in the west at this stage of the war, was the harmonious co-operation of land and naval forces. Actuated by a common sentiment, their entire energies were devoted to the work of suppressing the rebellion, and this feeling continued, without interruption, until treasury regulations for commercial intercourse were promulgated much to the annoyance of Army and Navy commanders. General Grant, especially, declining to name any as suitable for appointment under those regulations.

In this connection the subjoined order of Admiral Porter clearly exhibits another one of the many difficulties incident to the naval command on the Mississippi and its tributaries.

[General Order, No. 209.]

"U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'

Mound City, Ill., May 31, 1864.

"General Washburn has issued the following order in relation to illicit trade on this river, which has so long been tolerated by officers commanding military posts and treasury agents, and by which the war of the border of the Mississippi river has been much prolonged.

[General Order, No. 4.] HEADQUARTERS, DIVISION OF WEST TENNESSEE.
Memphis, Tenn., May 14, 1864.

“Abuses existing on the Mississippi river render the interference of military power imperative. Boats have cleared almost daily from Memphis, with clearances for any landing place they may choose, and that without any further restriction than a clause in their clearance that they will not violate the laws of the United States. Boats thus cleared, loaded to the guards with a variety of merchandise, proceed down the river, sometimes landing on the shore, sometimes rounding to and anchoring out, and communicating with the shore in small boats. They open trade with all classes of people except loyal ones. They negotiate with rebel chieftains and guerrillas for the bringing in of cotton and taking out supplies. They invite rebel officers and soldiers on board, and drink and hobnob together.

“Some boats, I am assured, have been out forty or fifty days, from their clearance, from Memphis, replenishing their supplies from time to time from other boats proceeding up or down the river, running into every creek, bayou and lagoon where the Confederate trade can be carried on. Even the farce of landing under the guns of a gunboat is seldom complied with. The revenue aids on board of each, with very few exceptions, are known to be bad characters, and many of them are proven to be in complicity with persons engaged in contraband trade. One arrested yesterday is known to be a Confederate soldier, belonging to a regiment in Arkansas, and is now in the ‘Irving Block.’ Another, when the boat was overhauled upon which he was *aid*, took the precaution to throw his valise overboard, thus destroying the evidence of his crime.

“It is therefore ordered that no boat shall land between Cairo and White river, except where there is a garrison of United States troops. They will not be allowed to land in skiffs or small boats, nor will they be allowed to land supplies at any military point named above, except for the use of the United States troops, and such persons as are residing within the Federal lines, without special permits in such case from their headquarters.

“The ram ‘Monarch’ will proceed to-morrow morning at six o’clock down the Mississippi river, and arrest every trading boat found between Memphis and White river. All passengers on board who are women and children, or all persons not liable to conscription by the laws of the Confederate States, will be put on shore at the first landing, together with any effects they may have; and parties liable to conscription are presumed to be in the rebel army, and will be brought as prisoners of war to this city. The commander of the ‘Monarch’ will send each boat to this city under guard, which will be furnished by Brigadier-General Buckland, and no boats will be allowed to land except at Helena, on the way up.

“Signed by order of

Major-General C. C. WASHBURN.

“W. H. MORGAN,
Assistant Adjutant-General.”

“I agree fully with General Washburn in all he says, and am glad to see that at last there may be some hopes of destroying

the system of trade with the rebels, which, if continued, this war must be carried on indefinitely.

“General Washburn speaks in his general order of the ‘farce of landing goods under the surveillance of the gunboats.’ If there has been such a ‘farce’ enacted, it is contrary to my orders, as the gunboats have been directed to examine every article that went on shore, to prevent the landing of contraband of war, for while Army officers commanding posts indorse orders of treasury agents for supplies, sufficient in amount to keep a large rebel army, the Navy could do no more than see that these supplies were not contraband, and seize them where they were. I trust there will be no more farces, and, it is ordered, that no gunboat permit any supplies of a private nature, and not exclusively for the public service, to be landed anywhere on the river, except at military posts. Let due notice be given to all boats going up and down the river, and let the commander of each district see that all boats are furnished with a copy of this order.

“The commanders of districts will permit no interference or seizure of vessels within the limits of my command for illicit traffic by other than naval vessels. They will co-operate with commanders of military posts to the best of their ability in putting down the contraband traffic, which is becoming more formidable daily.

“No organization of vessels other than purely naval, will be permitted to regulate the affairs properly coming under my jurisdiction, and, if any vessel or vessels so organized, should persist in interfering with the duties devolving on the Navy, commanders of districts will use all the force they have to arrest such vessel.

[Printed] “DAVID D. PORTER,
 Rear-Admiral
 Commanding Mississippi Squadron.”

A commander able to infuse his subordinate with a spirit of patriotic zeal and intrepidity had long since shown to the satisfaction of the Army and Navy, his high sense of honor, and thorough knowledge of military etiquette, by the ability with which, in his first command in the Navy, he met the delicate question of relative rank between Army and Navy officers who on that occasion were on duty, but on a civil mission. The Army officers, in virtue of their higher rank, laid claims on shipboard, inconsistent with Naval usage, but after a spirited struggle, yielded their case to

the disciples of Neptune. The principle being established that the presence of a superior in rank on separate duty cannot affect the rights and responsibility of the commander to the proper Department of their government.

Notwithstanding the general valor and intelligence of our volunteers, they required experience to qualify them for service. Submission to orders was wanting; the absence of discipline, or in some cases the want of common sense, was the source of frequent mistakes and accidents, really dangerous to officers and men. For instance, while the "Taylor" was anchored off Fort Holt, the captain of that vessel, as well as the captain of the "Lexington," was obliged to complain several times to the colonel commanding, and finally to the commander-in-chief at Cairo, that the troops at this fort frequently fired over, and apparently at the gunboats, and not until some of their musket balls, which were picked up on the decks or cut out of the gunboats were produced, could this abominable carelessness be stopped.

CHAPTER XXV.

HELENA AND TUNICA BEND.

Report of Commander Phelps.—Report of General Prentiss.—Secretary Welles' Letter.—Report of Acting Master Hubbell.

FROM the Report of the Secretary of the Navy we give the particulars of the attack on Helena.

“ U. S. Mississippi Squadron,
Flag Ship ‘BLACK HAWK,’ off Vicksburg,
July 11, 1863.

“ SIR :

“ I have the honor to enclose you a full report of the late affair at Helena, where the gunboat ‘ Tyler ’ saved the day, and enabled our little band of soldiers to capture a number of the enemy.

“ I remain, Very Respectfully,
Your Obedient Servant,

DAVID D. PORTER,
Acting Rear-Admiral
Commanding Mississippi Squadron.

“ HON.

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

REPORT OF LIEUTENANT-COMMANDER S. L. PHELPS.

“ U. S. Iron-clad Ram ‘ EASTPORT,’
Helena, Arkansas, July 8, 1863.

“ SIR :

“ General Holmes, with a reported force of eighteen thousand rebels, attacked this place at daylight on the morning of the 4th inst., and was repulsed after a hard-contested fight of several hours' duration.

“ The enemy attacked the center of the defenses, and carried the rifle-pits and a battery upon the crest of the hills in the rear, which commanded not only Helena itself, but also all the other defensive works, including Fort Curtis. After possessing himself of that position, he pushed large forces down the slope of the ridge into the gorges, and his sharpshooters began the work of driving the artillerists from the guns in the main fort. Rebel guns, both above and below the town, had been planted upon commanding positions, and opened fire upon the line of defensive works across the river bot-

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tom, about one thousand yards in width, and his troops were in force near them to secure the advantages the capture of the works upon the hills would offer for closing upon the town from both directions along the river bottom. The 'Tyler' had been covering the approach by the old town road; but Captain Pritchett discovered the enemy pressing down the hill-side after the capture of the battery in the center, and took up such a position that, while his broadside guns poured a destructive fire upon the slopes and enfiladed the ravines, his stern guns effectually silenced the rebel battery below, and his bow guns played simultaneously upon the upper one. The slaughter of the enemy at this time was terrible, and all unite in describing the horrors of that hill-side and the ravines after the battle as baffling description, the killed being literally torn to pieces by shell, and the avenging fire of the gunboat pursued the enemy two or three miles to his reserve forces, creating a panic there which added not a little to the end of victory.

"The enemy's loss is very heavy. Our forces have buried three hundred and eighty of his killed, and many places have been found where he had himself buried his dead. His wounded number eleven hundred, and the prisoners are also eleven hundred. Our cavalry forces are hourly discovering dead and wounded in the surrounding country, and are bringing in stragglers and deserters. Boats passing up the river for two days after the battle were continually hailed by deserters from the rebel ranks wishing to get on board to escape.

"An examination of the field, and the reports I hear, convince me that the 'Tyler' contributed greatly to the defeat of the enemy, and the terrible slaughter in his ranks is largely hers. It is due to Captain Pritchett to add that he took up an admirable position, and used his battery in a manner alike creditable to himself and to his officers and men.

"First at Belmont, then at Pittsburg Landing, and now here, the 'Tyler' has been of inestimable value, and has saved the fortunes of the day. The garrison, numbering but three thousand three hundred men, with lines entirely too extensive for such a force, evidently fought with a courage and determination without superior example in this war.

"Our loss in killed and wounded is about one hundred and eighty.

"I am Respectfully,

Your Obedient Servant,

S. L. PHELPS,

Lieutenant-Commander

Commanding Second Division Mississippi Squadron.

"Acting Rear-Admiral

DAVID D. PORTER,

Commanding Mississippi Squadron."

LETTER FROM MAJOR-GENERAL PRENTISS COMPLIMENTING LIEUTENANT-COMMANDER PRITCHETT.

"Headquarters District of Eastern Arkansas.
Helena, Arkansas, July 9, 1863.

"ADMIRAL:

"I take pleasure in transmitting to you my testimony concerning the

valuable assistance rendered me, during the battle at this place on the 4th instant, by Lieutenant-Commander James M. Pritchett, of the gunboat 'Tyler.' I assure you, sir, that he not only acquitted himself with honor and distinction during the engagement proper, but with a zeal and patience as rare as they are commendable. When informed of the probabilities of an attack on this place he lost no time and spared no labor to make himself thoroughly acquainted with the topography of the surrounding country; and I attribute not a little of our success in the late battle to his full knowledge of the situation, and his skill in adapting the means within his command to the end to be obtained. Nor can I refrain from mentioning that after the engagement, and while we were expecting a renewal of the attack, Commander Pritchett, commanding a division of your fleet, was unusually efficient in procuring timely re-enforcements.

"Permit me to add, sir, that I can conceive of no case wherein promotion would be more worthily bestowed than in the case of Commander Pritchett, and it will afford me much pleasure to learn that his services have received a proper reward. I write this communication, sir, quite unsolicited, and without the knowledge of Commander Pritchett.

"I have the honor to be, sir,

With Much Respect,

Your Obedient Servant,

B. M. PRENTISS,

Major-General.

"DAVID D. PORTER,

Rear-Admiral

Commanding Mississippi Squadron."

The above is another example of generosity and justice of an Army officer to the Navy, worthy of imitation.

CONGRATULATORY LETTER TO LIEUTENANT-COMMANDER JAMES M. PRITCHETT.

"NAVY DEPARTMENT,

July 27, 1863.

"SIR :

"I have received from Rear-Admiral Porter the reports of your successful co-operation with the army, in repelling an attack of a much superior rebel force, upon the troops of General Prentiss at Helena, Arkansas, on the 4th instant.

"Your prompt action on the occasion deserves and receives the unqualified approbation of the Department. Rear-Admiral Porter and General Prentiss compliment you in terms of great praise for your skill and the effective management of the guns of the 'Tyler,' which were served with such disastrous and signal effect upon the ranks of the enemy.

"It is no reflection upon the troops of General Prentiss, who are represented to have fought with determined gallantry and bravery against overwhelming numbers, to say that they were saved, in all probability, from serious disaster by the valuable assistance rendered by the 'Tyler,' under your command.

"Accept the Department's congratulations for yourself and the officers and men under your command, for your glorious achievement, which adds

another to the host of brilliant successes of our navy and army on the anniversary of our national independence.

“Very Respectfully, &c.,

“GIDEON WELLES,
Secretary of the Navy.”

“Lieut.-Commander

JAMES M. PRITCHETT, U. S. N.,

“*Commanding U. S. Gunboat ‘Tyler,’
Mississippi Squadron.*”

The first important service of this kind by the “Taylor” (Tyler), at Belmont, was ignored by the flag-officer and secretary of the navy.

FIGHT AT TUNICA BEND.

The following incidents were related by Acting Master Hubbell, of the gunboat service :

“After the defeat of Banks’ army in the Red river expedition, and subsequent retreat to Morganza, a portion of the fleet, consisting of the ‘Choctaw,’ Lieutenant-Commander Ramsey, as flag ship, the ram ‘Avenger,’ ‘Forest Rose, No. 9,’ ‘Naiad, No. 53,’ &c., were engaged in covering the embarkation of the army on the transports that had been sent around from Atchafalaya. Tunica Bend, situated between Morganza and Port Hudson, was a favorite rendezvous for guerrillas, who amused themselves by firing into unarmed transports passing down the river, oftentimes loaded with women and children belonging to the South. For the purpose of intimidating these marauders, Lieutenant-Commander Watson of the ‘Lafayette’ had caused some written notices to be placed on the trees there, warning them that for every unarmed transport fired into by them, he would take a Confederate prisoner out and shoot him.

“This not having the desired effect, in the early part of 1864 the ‘General Bragg,’ a gunboat captured from the rebels at Memphis, was stationed at the foot of what was called the Tunica Road, and in June of the same year, the tin-clad ‘Naiad, No. 53,’ Acting Master Hubbell, was ordered to anchor a mile below her, off Tunica Island. For over two weary months the ‘Naiad’ lay there, exposed to the heat of a torrid zone, and the terrific nightly onslaught of Confederate mosquitoes, with nothing to while the monotony save the occasional cry of ‘sail, ho!’ when a temporary excitement was created by the advent of a transport passing down the river, when, if the captain was not a rebel,

papers a month old were bundled up and thrown overboard, the boat of the 'Naiad' was speedily lowered and the prize hastily secured, brought on board, dried, and the contents greedily devoured from captain down.

"The rebels on shore at Woodville, a camp distant some ten or twelve miles inland, at length, weary of inaction, determined to test the efficiency of a battery of 6-pounder Parrott guns, captured by Kirby Smith's forces from Banks during the Red river expedition, and about daylight on the morning of June 24, the captain of the 'Naiad' was hurriedly aroused by the announcement that a rebel battery was firing on the 'General Bragg.' The latter was originally a side-wheel gulf steamer, erect walking-beam, and when converted into a gunboat by the rebels had her machinery protected by bales of cotton, pressed between large timbers; she mounted on a flush deck forward and aft, two 32-pounders on pivot. The 'Naiad' was one of those incongruities built by the government during the war, of light draft and still lighter armor, and commonly designated tin-clad, from the fact that the plating consisted of but one-quarter inch or boiler plate-iron, only bullet-proof. She was a stern wheeler, mounted eight 24-pounder brass guns, Dahlgren or boat howitzers, and had a crew all told of about seventy men.

"Orders were immediately passed on board the 'Naiad' to slip the cable and beat to quarters. She had not proceeded, however, over a boat's length on her course to the assistance of the 'Bragg,' when a section of the rebel battery opened on her, the first shot taking effect in the starboard smoke-stack, and the next tearing through the pilot-house, tearing the barrel of the wheel to pieces, thereby disabling the steering apparatus, mortally wounding one of the pilots, and a splinter from the barrel of the wheel entering below the right knee of Captain Hubbell, and disabling him from duty.

"The action lasted about an hour, the 'Naiad' receiving a number of shots from the battery, the shells exploding in the hold several times and setting her on fire, wounding one of the master's mates and killing several of the crew. One shell, like the rest, meeting with just sufficient resistance from the one-quarter inch iron to explode it, completely demolished the armory and dispensary on the gun-deck.

"The advent of the double-turreted monitor 'Winebago,' at this time, turned the tide, and, although they had nearly a thousand men supporting their battery, they did not wait to limber up, but

hastily fled, seeking refuge in a belt of woods a mile or so distant, followed by the huge 15-inch shells of the monitor.

“The ‘Bragg’ was uninjured, but the more unfortunate ‘Naiad’ was towed up to the mouth of the Red river for repairs and for the purpose of burying her dead in the Naval burying ground contiguous thereto.”

CHAPTER XXVI.

BATTLE OF MOBILE.

Passing the Forts.—Loss of the “Tecumseh.”—The ram “Tennessee.”—A Serious Mistake.—Surrender of the “Tennessee.”—Confederate Account of the Battle.

THE following short account of this battle, taken principally from a letter of one of the crew of the flag ship “Hartford,” immediately after that victory, is interesting and instructive in its originality, truth and freedom. It was written to a gentleman in New York, who has always taken great interest and pleasure in the history of our country; a patron and faithful friend of our soldiers and sailors, and who, as presiding member of one of our historical societies, has contributed very much to the perfection of the history of the late war.

The above-mentioned letter, which is addressed to George A. Jarvis, Esq. (who is a distant relative of Commodore Jarvis, U. S. N., and whose kindness we gratefully acknowledge), begins with the account of the battle of Mobile, in these words :

“Begging you to cast all newspapers aside, I will suppose you seated before your map, or rather chart, and having informed yourself thoroughly of the position of every place of importance, you will immediately see the vast importance of Mobile Bay and its defenses, and realize the great results of our victory. As things were before the fight, we had to keep up an outside blockade of great force, for fear the rebel vessels and iron-clads would come out and break it, or destroy the vessels composing it. In order to keep up the blockade, coal depots and a place for the repairs of the fleet had to be provided, in good or bad weather. We had the sea to contend with, and were constantly menaced by rebels inside of the bay, and were open for an attack by meddling foreigners, who should choose to send a powerful fleet to enter the bay. It was necessary to relieve the government of this state of affairs, and the necessity of an outside blockading fleet, and to capture or destroy the rebel fleet, and forts which guarded the entrance of Mobile Bay, in order to hold possession of that

bay, as that was the important object for which the battle was fought. I am thus particular in giving you the object, because many think it was only to capture the city of Mobile. And I am sure when our people think well of the importance of this bay, with the number of vessels captured or destroyed of the enemy, and the number of our own vessels allowed to proceed on other very important duties, they will see the value of our success, and how God has delivered us.

“With this explanation I propose to tell you of our fight and its results. By general order No. 10, herewith enclosed, you will see the admiral’s directions of preparation for battle. All our fleet being ready on the 4th, except the ‘Tecumseh,’ the admiral delayed the attack in waiting for her, and as she arrived in the evening of the same day, the 5th was appointed as the day of battle. The morning was almost a calm, only a little breeze from the south-west. About 4.15, A. M., the ships commenced to get into position as previously ordered. We had fourteen vessels, and four iron-clads (monitors). The iron-clads took the inside position or next to the fort, and were to engage the rebel iron-clads, and take off their fire from the wooden vessels. The wooden vessels were lashed together, the largest vessels having the post of honor, starboard side, the object of lashing the vessels together being for mutual assistance; and if one vessel was disabled the other could take her past the forts. Besides, in this arrangement only one-half of the fleet was exposed to the direct fire of the forts.

“All being ready, the signal was made for the fleet to advance. Of the enemy’s forces the greatest was at Fort Morgan. Its guns overlooked the channel, and just below there was a most powerful water battery; and to the north-east of these batteries in line of battle, were the powerful ram ‘Iron-clad’ and three gunboats, holding a most advantageous position, giving us a raking fire as we advanced, the course of the channel, which we were compelled to follow, giving them this great advantage for the time being. Our ships advancing, with a beautiful flag at each mast-head, presented a scene worthy of the brush of an Angelo or Raphael. The sight was grand, indeed, as we approached Fort Morgan and their fleet bristling with heavy guns. It was cheering to see our brave tars going steadily into battle for their country. But soon the terrible fact manifested itself that that the seemingly fair field of placid water was filled with torpedoes to destroy our whole fleet. For the water batteries and rams we cared nothing;

it was a sailor's delight and glory to have a fair stand-up fight and manfully stand its consequences.

"The admiral had intended to lead the fleet into battle, but the 'Brooklyn' had a torpedo catcher, and four guns which trained ahead, and it was on this account the admiral consented that she should take the most honorable position, the 'Hartford,' bearing the flag, following her, and thus we entered into battle. The Parrott guns on the forecastle commenced firing. We were somewhat delayed, however, in getting the iron-clads into position and keeping them there.

"All was working well, and the two ships in advance received but a few shots. The battle had fairly begun. The gallant 'Tecumseh,' Captain Craven, was ahead, steaming directly for the rebel ram, having shotted his gun with steel, and a heavy charge of powder, and he had other shot in the slings ready to reload, and it is thought that he would have captured or sunk the rebel ram if his vessel had not been sunk. But, alas! when all was prepared, his whole heart and mind bent on giving a fair fight to the rebel ram, a torpedo exploded under his own vessel, and before his gallant crew or himself could escape, the hungry waves had swallowed his noble vessel and companions up without warning or notice of the disaster—with only time to exclaim 'She is sinking! she's gone!'

"The whole fleet saw the 'Tecumseh' go down with our noble friends. The admiral ordered a boat from the 'Metacomet' to pick up the survivors, if any, which order was obeyed in the face of grape-shot that was fired upon them from Fort Morgan, and five were saved. Some few were afterwards picked up on the beach by the rebels, and made prisoners. And thus sadly ended the career of the ill-fated 'Tecumseh.'

"Seeing this end of one of our vessels near his own, and supposing his ship to be running on to a nest of torpedoes, Captain Allen hesitated, and finally backed his vessel and stood confused. The rebels, seeing this, poured a destructive fire into the 'Brooklyn' and 'Hartford,' and cheer after cheer went up from the fort.

"Every one felt that we had arrived at a crisis of the battle, and eagerly inquired why the 'Brooklyn' did not steam ahead. Oh, that terrible delay! I am sure that disaster would soon have followed, if the gallant old admiral had not asked if there was not room for him to pass the 'Brooklyn,' and, on being answered in the affirmative, ordered the 'Hartford' to steam ahead, and gallantly was the order executed, and soon the cheers of the defi-

ant enemy were hushed by the terrible broadsides of the old 'Hartford,' which drove them from their guns, and re-inspired the 'Brooklyn,' and the whole fleet, with the admiral's bravery. Things now looked and worked differently; the fort and batteries were soon passed; then we had the ram and gunboats of the enemy to contend with, and they gave us a very hard fight, as we had to keep in the channel to prevent ourselves from getting on shore, and there they raked us fore and aft, by their most galling fire. At one time the huge ram made directly for the 'Hartford,' but her commander's heart seemed to fail him when he saw our terrible broadsides turned upon, and awaiting his advance. It was sore, indeed, to be receiving the fire of the gunboats, while we were unable to return it. That state of things lasted but a short time only fortunately, for our poor fellows were horribly cut to pieces by the shot and shell; but to their honor, not one left his station. Steaming ahead, we at last got our broadside to bear on one of the enemy's gunboats (the 'Gaines'), a half iron-clad, and with one broadside so disabled her that she ran on shore and was burned. The ram had left us as we passed the middle ground, but still another gunboat, the 'Selma,' annoyed us, and one of her shot killed one of the crew of our consort (the 'Metacomet'), when the admiral ordered her to cut loose from the 'Hartford,' and go after her. The order was gallantly and promptly obeyed, and one shell from the 'Metacomet' killed nine and wounded seven of the 'Selma's' men, and compelled her to surrender to the 'stars and stripes.' The gallant action of the admiral inspired the whole fleet though three-quarters of a mile behind the Hartford, and each vessel fought her way through the enemy's line of battle, and came up to the flag ship most gallantly to the 'Pocket' or lower fleet anchorage.

"Our ships, and the dear old flag never looked so beautiful as they did that morning after the terrible two hours' hard fighting. Oh! it was a grand sight, as each ship came up and cheered the brave admiral and the old flag ship 'Hartford' as they passed. Many were the congratulations in the good old tar language, and not a few but devotedly thanked God for our victory, though all felt sad indeed, for the ill-fated 'Tecumseh,' but she sank in an array of glory that will live forever, in the hearts of the companions of her gallant crew, and a grateful country.

THE RAM 'TENNESSEE.'

"But our congratulations were soon interrupted by the actions

of the enemy's ram 'Tennessee' making her appearance, and steaming boldly towards our fleet. The admiral's quick eye caught sight of her movements, and immediately ordered his fleet to get under way. We had just got our anchor under the bow, and preparing to hoist it to the 'cat-head,' when the 'crew were called to quarters,' and the guns loaded or reloaded with a heavy charge of powder and solid shot. The 'Hartford' was steaming for the ram, which was coming directly to attack her, Buchanan having declared to his officers that he would destroy our flag ship or be sunk in his own. Having been foiled in his first attempt, he now renews the attack with the utmost desperation. Our brave admiral knew well his intentions, and was willing to meet his iron-clad ram, with the wooden sides and iron hearts of the 'Hartford.'

"On came the ram, with tremendous volumes of black smoke pouring from her smoke-stack, disregarding the attacks and firing of the other vessels of our fleet in her mad desire to sink the 'Hartford.' The sloops of war, 'Monongahela' first, and then the 'Lackawanna' of 1400 or 1500 tons, with eleven guns, dashed into the ram at full speed, and the good old 'Hartford' finched not, but ran swiftly for her antagonist. The enemy, seeing our undaunted flag ship bearing down with all her power to strike a decisive blow, began to waver, and appeared to lose his confidence, shifting his course from port to starboard, or from side to side. But there was one quick eye which had, before all others, caught his movements and detected the cause, and a smile of perfect confidence, peculiarly his own, and so dear to us all, brightened up his face as he quietly remarked, 'We have him. It's all right now. He's afraid of us.' His intention was to boldly run in the midst of our fleet, throw it into confusion, and, if possible, sink our flag ship at least, and escape to Fort Morgan or Fort Gaines. Instead of that, the 'Hartford,' by skillful management, rammed the 'Tennessee,' although the ram by dodging was not struck, as fairly as the admiral intended.

"The vessels ran against each other on the port or left side of the bow, and the ram struck the 'Hartford's' port anchor, which, fortunately, had not been catted, or hoisted up to the cat-head, and it served as a fender or shield; but the ram drove its heavy flukes into the 'Hartford's' bow three or four inches, ripping it several feet, twisting the massive anchor like lead, then ground along her side, and let drive a shot through her, the 'Tennessee' receiving in return the compliments of the 'Hartford's' broadside

within eight or ten feet.* They quickly passed each other in proud defiance, and like valiant gladiators turned upon each other for another deadly throw. No visible damage was inflicted upon the combatants, except that the ram had her 'cocked hat' knocked off, that is, her smoke-stack.

"While the 'Hartford,' the 'Monongahela,' 'Ossipee,' and 'Lackawanna' were turning again with all speed to run into the 'Tennessee,' the 'Brooklyn' and 'Richmond,' with the monitors 'Manhattan,' with 15-inch guns, the 'Chickasaw' and 'Winnebago,' with 11-inch guns, were battering to pieces the ironed casemates of the 'Tennessee.'

"All the above-mentioned vessels were bent on ramming the 'Tennessee' at the same time, and in so doing the 'Lackawanna,' running through the cloud of smoke from a hundred guns, blindly plunged her sharp bow into the side of the 'Hartford,' cutting her down nearly to the water's edge at the mizzen-mast. This terrible crash into our flag ship by one of our own ships was very discouraging, and for the moment but little hope was entertained for the safety of the flag ship; but none left their stations, and the only feeling manifested was the desire to get the admiral out of the ship, which was supposed to be sinking; and it was not until he had satisfied his officers and men that the ship was not injured below the water-line, that they were contented to let him remain on board. No time was lost, however, by our ships, but they went at the 'Tennessee,' running her down, and firing their broadsides into her. One or two of our monitors were firing 11-inch shell into her stern, another (the 'Manhattan'), was firing 15-inch shell into her with terrible effect, which smashed in her casemates.

"Finding himself surrounded by our ships, coming down on him from every quarter, apparently fresh and uninjured, Buchanan made a vain attempt to repair the damage to his port shutters, which our shell had knocked down or jammed, which disabled his battery. He was wounded in the attempt to open one of them, and one of his crew was also killed by the same shell. Although

* The Confederate sailors poured forth a most vociferous broadside of curses at the "Hartford," while that ship was pounding the "Tennessee" with 9-inch shell; and unfortunately for the "Tennessee" at this crisis, the gun carriage of one of her best guns was so damaged, that the gun could hardly be pointed, and Admiral Buchanan, being impatient and exasperated by the delay, took the matter in hand himself, and while pointing the deadly shot, was knocked over and badly wounded by a shell from the "Hartford," which entered into or near the port where he stood.

covered with six inches of iron, and almost invulnerable, our heavy 9-inch, 11-inch and 15-inch shot and shell, at close quarters, so battered in some of these shutters as to imprison Buchanan in his own cage, as most becoming to one who was always overdoing and often overbearing.

"The 'Tennessee' being almost silenced, and the 'Hartford,' 'Monongahela' and 'Lackawanna' now close aboard of her, and the 'Ossipee' about to strike her at full speed, the enemy hoisted a white flag, but too late to avoid being struck by the 'Ossipee,' which sheered off from her immediately, but gave her a slanting blow.

"The closing scene of this fight was a grand sight, and the second victory was in many respects more important than the first. It was now, indeed, a fit time to congratulate our good and brave admiral, and each other. Every one felt how fortunate it was that Buchanan came out so boldly in the day to give us battle. Had he attacked us at night he might have caused some confusion, but as it turned out, we had cause to be thankful. And the admiral remarked, those who had the ram fever would now get better, and sleep sound, as the stars and stripes now waved over his casemates.

"Our attention was soon called to the killed and wounded, and many were the sad scenes. Dear friends only a few minutes before were congratulating each other on our first victory and their fortunate escapes, were now dead, dying or severely wounded. It was more sad to recall those painful sights now in the quiet contemplations of peace, than in the excitement of battle and bloodshed that morning, when all seemed to regard it a pleasant duty to hazard their lives in the service of their country.

"I have written you a very long letter, and yet if I should attempt to describe the actions of each vessel, I could not finish it in a week, but they all performed their part admirably. The 'Hartford,' by common consent, is estimated to have performed the part of an admiral's flag ship perfectly; and the highest compliment I can pay her officers and crew, is to repeat what their 'matter of fact,' and very cool captain (Drayton) reports, 'that no one left his station,' nor was a report made of a single instance of misbehavior in battle.

"Forts Morgan, Gaines and Powell, and the ram, with the enemy's gunboats, except one, are all in our possession, with the officers and men captured."

Captain Drayton states in his report that "The rapidity of our

fire, together with the smoke, so completely disordered the enemy's aim, that we passed the fort with no great injury or loss of life. A shell which came through the side, and exploded a little abaft the mainmast, killed and wounded a large portion of the No. 7 gun's crew, being the only one that caused much destruction." He also says that "As we passed the shore batteries, we came directly under the fire of the gunboats 'Selma,' 'Morgan,' and 'Gaines,' and the 'Tennessee,' being only able to direct our fire on one at a time. The shots from the others (enemy) were delivered with great deliberation and consequent effect, a single shot having killed ten men and wounded five." At this period the "Hartford" and "Metacomet" received the concentrated fire of the enemy.

Three of the enemy's gunboats were retreating at a good fighting distance ahead, raking the flag ship's decks with the largest guns, mounted for stern chasers, to which the "Hartford" could not return a shot; and the "Tennessee" was following and firing into her from another quarter. It was certainly a well-devised plan of the enemy, and, from all accounts, well executed. But why was our fleet a mile astern of the "Hartford" when the whole force of the enemy was concentrated to destroy her? And, we may ask, where would our fleet have been if the flag ship had not led and drawn it by her almost irresistible and matchless example? This may be asking too much, and we may say that God himself has given us the victory. "Therefore, not unto us, O Lord, not unto us; but unto Thy name be given the glory."

We are very much gratified to see the following order recorded in our history, which was so becoming to the admiral.

"Flag Ship 'HARTFORD,
Mobile Bay, August 7, 1864.

"The admiral desires the fleet to return thanks to Almighty God for the signal victory over the enemy, of the morning of the 5th inst.

"D. G. FARRAGUT,
Rear-Admiral
Commanding W. G. B. Squadron."

[General Order, No. 10.]

"U. S. Flag Ship 'HARTFORD,'
Off Mobile Bay, July 12, 1864.

"Strip your ships and prepare for the conflict. Send down all superfluous spars and rigging. Trice up or remove the whiskers. Put up the splinter nets on the starboard side, and barricade the wheel and steersman with sails and hammocks. Lay chains or sand-bags on the deck over the machinery, to resist the plunging fire. Hang the sheet-chains over the side, or

make any other arrangement for security that your ingenuity may suggest. Land your starboard boats, or lower and tow them on the port side, and lower your port boats down to the water's edge. Place a leadsman and a pilot in the port quarter boat, or the one most convenient to the commander.

"The vessels will run past the forts in couples, lashed side by side, as hereinafter designated. The flag ship will lead, and steer for Sand Island, N. by E. by compass, until about Fort Morgan; then N. W. half N., until past the middle ground; then N. by W., and the others as designated by the drawing, will follow in due order, until ordered to anchor; but the bow and quarter line must be preserved, to give the chase guns a fair range, and each vessel must be kept astern of the broadside of the next ahead. Each vessel will keep a very little on the starboard quarter of his next ahead, and when abreast of the fort, will keep directly astern, and as we pass the fort, will take the same distance on the port quarter of the next ahead, to enable the stern guns to fire clear of the next vessel astern.

"It will be the object of the admiral to get as close to the fort as possible before opening fire; the ships, however, will open fire the moment the enemy opens upon us, with their chase and other guns, as fast as they can be brought to bear. Use short fuses for the shell and shrapnel, and as soon as within three or four hundred yards, give the grape. It is understood that heretofore we have fired too high; but, with grape shot, it is necessary to elevate a little above the object, as grape will riddle from the muzzle of the gun.

"If one or more of the vessels be disabled, their partners must carry them through, if possible; but if they cannot, then the next astern must render the required assistance; but, as the admiral contemplates moving with the flood tide, it will only require sufficient power to keep the crippled ship in the channel.

"Vessels that can, must place guns upon the poop and top gallant fore-castle, and in the tops on the starboard side. Should the enemy fire grape, they will remove the men from the top gallant fore-castle and poop to the guns below, until out of range.

"The howitzers must keep up a constant fire, from the time they can reach with shrapnel, until out of range.

"D. G. FARRAGUT,
Rear-Admiral
Commanding W. G. B. Squadron."

[General Order, No. 11.]

"Should any vessel be disabled to such a degree that her consort is unable to keep her in her station, she will drop out of line to the westward, and not embarrass the vessels next astern by attempting to regain her station. Should she repair damages so as to be able to re-enter the line of battle, she will take her station in the rear, as close to the last vessel as possible.

"As soon as the vessels have passed the forts, and kept away north west, they can cast off the gunboats at the discretion of the senior officer of the two vessels, and allow them to proceed up the bay, to cut off the enemy's gunboats that may be attempting to escape up to Mobile. There are certain

black buoys placed by the enemy from the piles on the west side of the channel, across it towards Fort Morgan, It being understood that there are torpedoes and other obstructions between the buoys, the vessels will take care to pass eastward of the easternmost buoy, which is clear of all obstructions.

“So soon as the vessels arrive opposite the end of the piles, it will be best to stop the propeller of the ship, and let her drift the distance past by her headway and the tide ; and those having sidewheel boats, will continue by the aid of their paddle-wheels, which are not likely to foul with the enemy's drag ropes.

“D. G. FARRAGUT,
Rear-Admiral.”

The account of the battle will show that the failure of the enemy's extensive torpedo arrangements, and the masterly maneuvers of our fleet to avoid them, drove him at last to resort to the most desperate efforts to retrieve his fate, by repeating, if possible, his famous exploit in Hampton Roads, March 8, 1862, with the monstrous iron-clad ram “Merrimack.”

We add the following account of the “Naval fight and capture of the forts in Mobile Bay,” from the *Southern History of the War*.

“In the early part of August Admiral Farragut, who commanded the Yankee fleet off Mobile, secured the military co-operation of General Canby, for attacking and investing the forts in the harbor of Mobile. On the morning of the 5th of August the Yankee fleet, numbering fourteen steamers and four monitors, carrying in all more than two hundred guns, and manned by twenty-eight hundred men, made their entree into Mobile bay. The Confederate naval force that was to encounter this huge armada was composed of one iron-clad and three wooden vessels. Such was the fighting disparity of force in a fight which the Yankees afterwards claimed to take rank with the victories of Nelson !

“In the early light of morning the attacking fleet moved steadily up the main ship channel, when Fort Morgan opened upon them, and was replied to by a gun from the ‘Brooklyn.’ A moment later and the Yankee iron-clad ‘Tecumseh’ struck a torpedo, and disappeared instantaneously beneath the waves, carrying with her her commander, T. A. M. Craven, and nearly all her crew. The Yankee flag ship ‘Hartford’ now took the lead, and scarcely passed the fort when the Confederate ram ‘Tennessee’ dashed out at her. The three Confederate gunboats, the ‘Morgan,’ the ‘Gaines’ and the ‘Selma,’ were ahead. After a desperate struggle between the fleets, the ‘Gaines’ retired to Fort Morgan

in a sinking condition ; the 'Selma' surrendered to the fleet, and the 'Morgan' escaped to Fort Morgan.

"Having passed the forts and dispersed the gunboats, Farragut ordered most of the vessels to anchor, when about 9 o'clock he perceived the Confederate ram 'Tennessee' standing up for the 'Hartford.' He immediately ordered all the Yankee monitors, and such of his wooden ships as were adapted to the purpose, to attack the ram, not only with their guns but bows on at full speed. And then began one of the most remarkable naval conflicts of the war. A single vessel was beset by a whole fleet. She was struck three times ; and as the 'Hartford,' the third vessel which struck her, rasped along her side, the Yankee poured a whole broadside of 9-inch solid shot within ten feet of her casemate. The 'Chickasaw' was pounding away at her stern, the 'Hartford' and three others of the fleet were again bearing down upon her, determined on her destruction. Her smoke-stack had been shot away, her steering chains were gone, and she lay at the mercy of the enemy. It was not until resistance was hopeless that Admiral Buchanan, himself wounded on the 'Tennessee,' surrendered the vessel, and ordered the white flag to be hoisted, just as she was about being struck by the vessels converging upon her, and when she was already disabled, and her crew almost in a smothering condition.

"Such was the naval fight in Mobile bay, which the Yankees ranked among their most brilliant victories ; exalting Farragut above Nelson ; apostrophizing their hero after the modern New York fashion of big dinners, and having hired poets to recite to him in public 'masterly ballads.'

"The Confederates had a very different and plain estimation of the affair. Their losses in killed and wounded had been only twenty-two. That of the enemy was nearly three hundred, not including the one hundred and twenty-three who went down in the 'Tecumseh.' The *Richmond Examiner* gave a list of twenty-eight Yankee vessels engaged, having two hundred and twenty guns. It said, 'It was a most unequal contest in which our gallant little navy was engaged, and we lost the battle, but our ensign went down in a blaze of glory.' The forts were still held, and on the 6th of August one of the Yankee iron-clads commenced shelling Fort Gaines. This was a powerful work, with a garrison of six hundred men, and provisioned for six months. Colonel Anderson, in command, communicated with the enemy's fleet by flag of truce, without the sanction of General Page, who was in

command at Fort Morgan. General Page inquired by signal what his purpose was, but received no answer. His attention was attracted by signal guns. General Page repeatedly telegraphed 'Hold on to your fort.' The same night he visited Fort Gaines, and found Anderson on board the Yankee fleet, arranging terms of capitulation. He left peremptory orders for Anderson, on his return, not to surrender the fort, and relieved him of his command. Fort Morgan signalled the next morning, but no answer was received, except hoisting of the Yankee flag over the ramparts of Fort Gaines. From this time onward movements of the enemy were in progress for capturing Fort Morgan; and on the 22nd of August, at day-dawn, a bombardment was opened from the shore batteries, the monitors and ships inside, and the vessels outside of the bay. At 6, A. M., of the 23rd a white flag was displayed by the Confederates, and at 2 o'clock, P. M., the fort was surrendered.

"Fort Powell had been already attacked on the night of the 5th, and blown up, the guns falling into the enemy's hands.

"The capture of Forts Powell, Gaines and Morgan, and the destruction of the Confederate fleet, gave the Yankees possession of the bay, and closed the port to all ingress or egress of blockade runners. The city of Mobile was still in possession of the Confederates," &c.

Many interesting particulars of this battle have been related by several of the officers and crew, as they recur to them. The following are said to be some of the remarks of Admiral Farragut, when he saw the ram "Tennessee" was approaching his ship: "He is after me! Let him come on. Admiral for admiral! flag ship for flag ship! I'll fight him." In his determination to keep the enemy in sight, he nimbly mounted into the main or mizzen rigging to overlook the scene, with a marine glass in hand, and a small rope or lashing to secure himself from falling overboard, if struck by a shot or falling spars. And thus for nearly two hours of intense excitement, he rose step by step, as the battle raged, until he almost reached the top, where he remained after the last gun was fired, when the enemy hauled down his flag, and showed the white flag at the peak.

APPENDIX.

LIST OF VESSELS AND THEIR STATIONS.—LETTERS OF DISTINGUISHED OFFICERS.—OFFICIAL ORDERS RELATING TO THE MISSISSIPPI FLOTILLA.—ADMIRAL PORTER'S FAREWELL ADDRESS.

The following is a tabular statement of the stations of the vessels which composed the Mississippi flotilla, and of their officers, under the command of Rear-Admiral David D. Porter, June, 1863 :

| <i>Name of Vessel.</i> | <i>Commander.</i> | <i>Where stationed.</i> |
|------------------------|-------------------------------------|-------------------------|
| Argosy, | Acting Master E. M. King, | Tennessee river. |
| Abraham, | Ensign Wm. Waggener, | Insp. boat Cairo. |
| Black Hawk, | Lieutenant-Commander K. R. Breeze, | above Vicksburg. |
| Baron de Kalb, | Lieutenant Jno. G. Walker, | Yazoo river. |
| Brilliant, | A. V. L. Chs. G. Perkins, | Cumberland river. |
| Choctaw, | Lieutenant-Commander T. M. Ramsey, | Yazoo river, |
| Carondelet, | Lieut.-Commander J. McL. Murphy, | below Vicksburg. |
| Chillicothe, | Lieutenant-Commander J. P. Foster, | repairing at Cairo. |
| Conestoga, | " " " | " " |
| Cricket, | A. V. Lieut. A. R. Langhorne, | Arkansas river. |
| Curlew, | Acting Master G. Hentig, | " " |
| Covington, | A. V. Lieut. J. S. Hurd, | Tennessee river. |
| Clara Dolsen, | A. V. Lieut. John Scott, | rec'g ship Cairo. |
| Champion, | Acting Master A. Phelps, | fitting out Cairo. |
| Eastport, | Lieutenant Commanding S. L. Phelps, | rep'g at Mound City. |
| Exchange, | being converted into a gunboat | Cincinnati. |
| Forest Rose, | A. V. L. G. W. Brown, | Yazoo river. |
| Fair Play, | Acting Master J. G. Groves, | Yazoo river. |
| Fulton (ram), | Acting Master S. Goodman, | Tennessee river. |
| Fannie Barner, | " " " | " " |
| Fannie, | " " " | " " |
| General Price, | Commander S. E. Wordsworth, | Below Vicksburg. |

| <i>Name of Vessel.</i> | <i>Commander.</i> | <i>Where stationed.</i> |
|---|--|-------------------------|
| General Pillow, | A. M. Mate J. H. Rivers, | guard'g Mo. bouts. |
| General Bragg, | Lieutenant Joshua Bishop, | Arkansas river. |
| General Lyon, | Pilot R. E. Birch, | dispatch boat. |
| Great Western, | A. V. Lieutenant W. F. Hamilton, | above Vicksburg. |
| Horner, | Master R. Dalzell, | Tennessee river. |
| Hastings, | A. Ensign M. E. Flanagan, | " " |
| Judge Torrens, | A. V. Pt. J. F. Richardson, | above Vicksburg. |
| Juliet, | A. V. Pt. Edw'd Shaw, | White river. |
| Key West No. 3, being converted into a gunboat at | | Cairo. |
| Kenwood, | Acting Master J. Swaney, | Arkansas river. |
| Lafayette, | Captain H. Walke, | below Vicksburg. |
| Louisville, | Lieutenant Commanding E. K. Owen, | " " |
| Linden, | A. V. Lieutenant F. E. Smith, | Yazoo river. |
| Lioness (ram), | Master T. O. Roddy, | Arkansas river. |
| Lexington, | Lieutenant Commanding Le Roy Fitch, | Tennessee river. |
| Little Rebel, | Acting Ensign A. F. Rennell, | Cairo guard. |
| Mound City, | Lieutenant Commanding B. Wilson, | below Vicksburg. |
| Marmora, | A. V. Lieut. Robt. Getty, | Memphis. |
| Monarch (ram), | Lieutenant E. W. Bartlett, | Tennessee river. |
| Madison, | " " " | ord. barge Cairo. |
| Manitou, | Lieutenant Commanding F. O. Selfridge, | above Vicksburg. |
| New Era, | Acting Master W. C. Bunne, | Island No. 10. |
| New National, | Acting Master Grant, | dispatch boat. |
| Naumkeag, | being converted into a gunboat at | Cincinnati. |
| Pittsburg, | A. V. Lieut. Wm. B. Hoel, | below Vicksburg. |
| Petrel, | A. V. L. Geo. P. Lord, | Yazoo river. |
| Prairie Bird, | A. V. L. E. C. Brennard, | White river. |
| Queen City, | A. V. L. J. Goudy, | Tennessee river. |
| Robb, | A. V. L. Ensign R. Wilkinson, | Cumberland river, |
| Rattler, | A. V. L. A. Master W. E. H. Fentress, | Arkansas river. |
| Romeo, | A. V. L. J. V. Johnston, | Yazoo river. |
| Red Rover, | Acting Master W. R. Welles, | above Vicksburg. |
| St. Clair A, | Acting Master G. W. Fouty, | Tennessee river. |
| Switzerland(ram), | Maj. J. Lawrence, | below Vicksburg. |
| Signal, | A. V. L. C. Dominey, | Yazoo river. |
| Springfield, | A. V. L. T. B. Gregory, | Cumberland river. |
| Silver Lake, | Acting Ensign J. C. Coyle, | " " |
| Sovereign, | Acting Master T. Baldwin, | Yazoo river. |
| Silver Cloud, | being converted into a gunboat at | Cairo. |
| Tuscumbia, | Lieutenant Commanding J. W. Shirk, | below Vicksburg. |
| Tyler, | Lieutenant-Commander J. M. Pritchett, | Arkansas river. |
| Brown, | A. V. L. J. A. French, | repairing at Cairo. |

LIGHT-DRAFT VESSELS

just purchased and fitting out.

Florence Miller, proposed name, Moose No. 34, flag ship of 8th Div. of light drafts, Captain Fitch.

Rachel Miller, proposed name, Reindeer No. 35, Acting Vol. Lieut. H. A. Glassford.

TUGS,
with their commanders and stations.

| | | |
|---|-----------------------------|------------------|
| Victory No. 33, Acting Ensign C. J. Hubbell, the above destined for upper Ohio and tributaries. | | |
| Dahlia, | Acting Ensign W. H. Strope, | above Vicksburg. |
| Hyacinth, | “ “ B. Heizermanse, | “ “ |
| Laurel, | “ “ W. R. Owens, | “ “ |
| Nettle, | “ “ R. Eltringham, | “ “ |
| Joy, | “ “ Chl. H. Gulick, | below Vicksburg. |
| Daisy, | “ “ D. C. Bowers, | Cairo. |
| Myrtle, | “ “ Jas. M. Bailey, | “ |
| Mistletoe, | “ “ Jas. L. Quigley, | “ |
| Mignonnette, | “ “ M. B. Rumse, | “ |
| Pansey, | “ “ Wm. Harris, | “ |
| Fern, | “ “ Jno. M. Kelley, | “ |

The marine brigade, under command of Brigadier-General Alfred W. Ellett, commanding, is inserted here for the kindred service rendered by that organization.

| | | |
|------------------|----------------------------------|----------------------|
| Autocrat, | Captain J. R. Crandall, | Transporting troops. |
| Adams, | Lieutenant-Colonel G. E. Currie, | “ “ |
| Baltic, | Major J. J. Halliday, | “ “ |
| Diana, | Colonel Ch's R. Ellett, | “ “ |
| E. H. Fairchild, | Captain James C. Brooks, | “ “ |
| John Raine, | Major J. M. Hubbard, | “ “ |
| Woodford, | Dr. Jas. Roberts, | “ “ |

General Grant kept these vessels busily engaged in transporting troops.

LIST OF GUNBOATS OF THE MISSISSIPPI FLOTILLA, AND WHERE THEY WERE STATIONED IN 1864.

[General Order No. 199.] “ U. S. Mississippi Squadron,
Flag Ship ‘BLACK HAWK,’
Mound City, Ill., May 27, 1864.

General Orders 80, 141, and 195, are hereby revoked, and the following will be substituted :

1st District,

From New Orleans to Donaldsonville, composed of the following vessels :

| | | |
|-------------|----------------|------------|
| Essex, | General Price, | St. Clair, |
| Alexandria, | Argosy, | |

2nd District,

From Donaldsonville to Morganzia, composed of the following vessels :

| | | |
|------------|------------|----------|
| Lafayette, | Kenwood, | Avenger, |
| Juliet, | Ouachita, | Nymph, |
| | Chickasaw, | |

3rd District,

From Morganzia to Fort Adams, composed of the following vessels :

| | | |
|----------|---------------|---------------|
| Choctaw, | Winnebago, | Fort Hindman, |
| Gazelle, | Gen. Bragg, | Cricket, |
| Neosho, | Little Rebel, | Naiad, |
| | Ozark. | |

4th District,

From Fort Adams to Natchez, composed of the following vessels :

| | | |
|--------------|-----------|------------|
| Chillicothe, | Champion, | Lexington, |
| Cincinnati, | Siren, | Peri. |

5th District,

From Natchez to Vicksburg, composed of the following vessels :

| | | |
|-------------|-----------------|--------------|
| Benton, | Curlew, | Rattler, |
| Pittsburgh, | Mound City, | Forest Rose, |
| | Judge Torrence. | |

6th District,

From Vicksburg to Arkansas River, composed of the following vessels;

| | | |
|---|----------|--------|
| Louisville, | Marmora, | Romeo, |
| Prairie Bird, and two other light drafts. | | |

7th District,

From Arkansas River to Memphis, composed of the following vessels:

| | | |
|-----------|-------------|---------------|
| Hastings, | Tylor, | Silver Cloud, |
| Naumkeag, | Queen City, | Linden, |
| Fawn, | Exchange. | |

8th District,

From Memphis to Columbus, composed of the following vessels:

| | | |
|-------------|-----------|----------|
| Carondelet, | Osage, | New Era, |
| | Huntress. | |

9th District,

From Cairo to the head of Tennessee River, composed of the following vessels:

| | | |
|------------|-----------|----------|
| Tuscumbia, | Peosta, | Paw Paw, |
| Tawah, | Key West, | Robb, |
| Elfin, | Undine. | |

10th District,

Cumberland River and the upper Ohio, composed of the following vessels:

| | | |
|------------|--------------|--------------|
| Brilliant, | Fair Play, | Reindeer, |
| Moose, | Springfield, | Silver Lake, |
| | Victory. | |

At station at Cairo, and to be ready at all times for the admiral's service :

| | |
|--------|--------|
| Fairy, | Sybil. |
|--------|--------|

The vessels of one district are not to be ordered away by the commander of another district, unless it can be shown that a great emergency exists for so doing ; but commanders of districts will co-operate with each other,

and when occasion requires render all the aid and assistance in their power.

Observe and carry out the requirements of General Order No. 84.

“DAVID D. PORTER,
Rear-Admiral
Commanding Mississippi Squadron.”

The following letters are inserted by the publishers in justice to Rear-Admiral Walke.

“U. S. Naval Depot, Cairo,
Sept. 28, 1862.

“DEAR CAPTAIN WALKER :

“Will you do me the favor to accept the accompanying pair of shoulder straps, suited to your rank, together with my sincere congratulations? They will serve to remind you of the interesting scenes in which we have acted together, and will be received by you as a mark of my high appreciation of your personal gallantry, and the able support which you never failed to afford to your commander-in-chief.

“Very Faithfully and Truly Yours,
C. H. DAVIS,
Acting Rear Admiral, &c.”

“Corinth, Miss., July 28, 1862.

“Hon. GIDEON WELLES,
Secretary of the Navy.

“SIR :

“Understanding that promotions are to be made in the navy for meritorious conduct, permit me to recommend Captain Henry Walke, who has served in the Western waters with distinction since the beginning of our present troubles. Captain Walke has shown himself ever ready for any service the vessel commanded by him might be calculated for, and, if a landsman may judge, has shown both skill and personal bravery in all cases. He served in guarding our frontier at the time I commanded at Cairo (frontier of loyalty), protecting our debarkation and re-embarkation at Belmont, besides doing good service in repelling the attack made upon our troops while embarking on that occasion ; commanded a gunboat at the capture of Forts Henry and Donelson, and was the commander selected to run the gauntlet of the rebel batteries at Island No. 10, which resulted in such advantages to our arms.

“In every instance Captain Walke has proved himself worthy of the confidence bestowed upon him, and I hope he will receive the reward of his merit.

“I am, Sir,
Very Respectfully,
Your Obedient Servant,
U. S. GRANT,
Major-General.”

•
 “U. S. Mississippi Squadron,
 Flag Ship ‘BLACK HAWK,’
 Off Vicksburg, July 7, 1863.

“SIR :

“I have the honor to enclose an application from Captain Walke, requesting a leave of absence. I indorse the request with much pleasure, as I consider Captain Walke entitled to all the consideration the Department can grant. He has served faithfully on this river since the war began, and has been in almost every battle ; has never allowed sickness to interfere with his duties, and has stood at his post when he might conscientiously have retired on sick leave. Captain Walke's services entitle him to something better than an iron-clad on the Mississippi, and though I shall regret very much to lose his services, and the pleasant associations we have had together, still it will afford me much pleasure to see him placed in a position where he would feel gratified at the notice and consideration of the Department for past services. I venture to say he will always be found among the most zealous and faithful in the performance of his duties.

“I have the honor to remain

Very Respectfully,

Your Ob'dt Servant,

D. D. PORTER,

Acting Rear-Admiral

Commanding Mississippi Squadron.”

“HON.

GIDEON WELLES,

Secretary of the Navy,

Washington, D. C.”

—
 “Navy Department,
 July 24, 1863.

“SIR :

“Your long and faithful service in the Mississippi river, and the bravery and zeal uniformly manifested by you, have been noticed by the Department, and deserves and receives its commendation. Under successive commanders who have awarded you this approbation for fidelity and reliability from the organization of a naval force in the Mississippi, you have endured the exhausting debility of the climate and seasons, as well as encountered, whenever the occasion demanded, those who waged war on the flag and the government. The long continued and important services are properly appreciated and deserve the thanks of the Department.

“A change is due you, and you are therefore hereby detached from the Mississippi squadron, and you will proceed to New York and report to Rear-Admiral Paulding for the command of the U. S. steamer ‘Fort Jackson.’ which vessel will soon be ready for service, and where you will have opportunity to acquire additional honors from the country you have so faithfully served.

“Very Respectfully,

GIDEON WELLES,

Secretary of the Navy.

“Captain

HENRY WALKE, U. S. N.,

Mississippi Squadron.”

The foregoing letter of the secretary was very acceptable and encouraging at the time ; but a comparison of its wording with those letters of his addressed to those officers whom he specially wished to recommend, and who on that recommendation received the thanks of Congress and thereby promotion above other equally deserving officers, will show how the honorable secretary can, when so disposed, magnify or ignore services rendered.

The following general orders will convey interesting information of the discipline enforced in the Mississippi flotilla.

[General Order, No. 95.] " U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'
Cairo, Ill., Sept. 25, 1863.

" The following qualifications will be required in officers who are applicants for promotion, viz :

" Good Moral Character.

" Good Physique.

" Good Professional Knowledge.

" Good Mental Qualifications.

" They must write and read well ; have a good knowledge of arithmetic ; a knowledge of the management of great and small guns, and stationing the men. They must also possess a knowledge of all the duties required of an officer in the Ordnance Manual, and a knowledge of the management of a vessel ; they must show letters from their different commanders, testifying to their attention to duty, moral character, &c., &c.

The commanders of a district can have candidates examined for promotion, and will allot them numbers, according to their merit, from one to ten—ten being the highest number of merit.

" The result of all examinations, together with the letters of recommendation, will be forwarded to me, indorsed on the back, and I will make the promotions as required.

" Three members will constitute a board, a regular Naval Officer always presiding as senior.

" Engineers will be examined by a board composed of a regular Naval Officer presiding, and two engineers of good ability, as members.

" The candidate engineers are to be examined on the steam engine, and in the English Manual of Education.

" DAVID D. PORTER,
Rear-Admiral
Commanding Mississippi Squadron."

[General Order, No. 92.] " U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'
Sept. 24, 1863.

" No officer belonging to this Squadron (excepting by order of commanders of districts), will ever be permitted to go on shore at any place, or under any circumstances, unless such place is under control of United States troops, and actually occupied by the same ; and it will be the duty of any senior officer to report to me any infraction of this rule.

"No boats except those of commanders of districts, will ever be permitted to leave the vessel while patrolling, or to tie to the bank; and it will be the duty of the commanders of districts to arrest at once any offender, or officer disobeying this order.

"Notwithstanding the numerous orders I have given to avoid captures by an active enemy, three or four mishaps have occurred, owing to a positive disobedience of orders, for which the parties concerned will be proceeded against when they come within my jurisdiction.

"This order alludes particularly to Acting Master Fentress, commanding U. S. S. 'Rattler,' who recklessly, and in positive disobedience of orders, went on shore at Rodney to church, unarmed, and permitted himself to be captured.

"DAVID D. PORTER,
Rear-Admiral
Commanding Mississippi Squadron."

[General Order, No. 105.]

"U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'
Oct. 10, 1863.

"The following precautions are to be observed hereafter, to prevent fire to the public vessels by incendiaries.

"The sentries are not to permit any one to approach the public property at night without arresting them. If they are officers, the sentry is to call the sergeant or corporal of the guard and pass them on board; if strangers, they are to be detained, and if attempting to escape, to be fired on. All strangers so caught are to be detained by the guard until further orders.

"The sentinels on the vessels near the workshops, are to look out for the latter, and to arrest any one approaching them.

"The watchmen on the 'Louisville,' and other boats repairing, are to be armed with muskets and revolvers, and are to arrest any suspicious person approaching the property. The watchmen on the 'Louisville' are to keep their watch aft on the fan-tail, and permit no boats to approach any of the vessels. If the boats refuse to come in when hailed, they are to be fired upon with ball.

"Watchmen are to be kept on the levee, and to move up and down as far as the prize steamers, for which they are to look out as well as for other property. They are to arrest persons of suspicious character running about the levee.

"The gunboats in the harbor, and receiving vessel, are to stop all small boats on the river at night, and keep them until further orders. No row-boats to be permitted on the river after dark.

"The executive officers will have the wharf-boat carefully examined throughout after the workmen leave, to see that no attempts have been made to burn the vessel, and that no one is stowed away. All the shops must also be examined, the windows closed, and the doors locked securely.

"Two tugs will always lie with steam up, ready to tow into the stream at a moment's notice, any vessel that may be set on fire. The officers of the tug will not be out of their vessel after dark, for the present.

"The 'Lexington' and 'Tyler' will place sentinels on the little boat 'St.

Mary,' and the tugs adjacent, where sentinels will be relieved through the night; they are to have loaded muskets, and to carry out the above orders.

"The gunboats guarding the powder boats must be close enough to see any row boat approaching at night, and to fire on them at once if they do not pull for the gunboat when hailed. A strict watch must be kept on board the gunboat, and the officers must be on the alert at night.

"One of the tugs must keep under way along the levee, to arrest any boat they may see moving about in the river.

"It behooves every officer and man to be watchful at this time, and see that no attempt to burn the property under their charge shall succeed. If persons are incautious and reckless enough to approach our sentries without notifying them who and what they are, they must suffer the penalty for so doing. It is no time for trifling; people of proper character will not be prowling about at night.

"Officers returning at night to the wharf boat and their vessels, are particularly cautioned to answer promptly a sentry's hail, and tell who they are.

"Officers are instructed to arrest any suspicious persons they may see in the day time, prowling about the levee where public property is kept.

"DAVID D. PORTER,
Rear-Admiral
Commanding Mississippi Squadron."

To be read to the officers and crew assembled on the quarter-deck of every vessel in the Squadron.

[General Order, No. 158.]

* U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'

Jan. 18, 1864.

"It has been my endeavor to draw up such rules and regulations for this Squadron that no officer or man could claim ignorance of the law, or deviate from its requirements for want of proper teaching. It has been my ambition that the character of the fleet should remain untarnished during a war where unbridled license has had too much sway, and where (I regret to say) the honor of the flag has been sullied more than once by the conduct of unprincipled persons. If I should shut my eyes and ears to the fact that some of my command are rioting in excesses disgraceful to humanity, I should be as culpable as the offenders, and unworthy the trust placed in me by the government.

"Order is heaven's first law, and order I intend to have, if it leads to the dismissal of every one concerned in committing outrages on unoffending persons. One would suppose that the reputation of the fleet would be sufficiently dear to every one connected with it, to prevent anything like an act of injustice against persons not in arms against the government, and it might be inferred that the intelligence for which our country has had credit hitherto, would be a guarantee against acts committed contrary to the rules of civilized warfare, and the laws of humanity.

"I regret to say that I have been deeply mortified in one or two instances *

* The names are *omitted*, as unnecessary in this work.

by the conduct of persons in charge of some of the gunboats, the most prominent of whom is These two officers, in the absence of their gallant commander, (who has led her through battles that will render her name historic, and which have reflected much honor and credit on the brave crew,) have committed offenses against the laws of justice and humanity, which call for the severest punishment the law can inflict. Lost to all sense of propriety, and regardless of all orders, they have both indulged in a system of petty pillaging and outrages on unarmed individuals, and have converted the vessel of which they had charge into an instrument of tyranny and aversion to the people, instead of upholding that nice sense of honor, propriety, and discipline, by which the Navy has been known since it first had an existence.

“After a careful investigation into the charges alleged against them, they have been found guilty of a violation of article 7th, section 1st, and violation of squadron orders, Nos. 4, 24, and 42; guilty of placing two quartermasters on watch while they were below; violation of article 10th, inflicting other punishment than allowed by law, and guilty of cruelty to seamen; violation of article 3d, section 2nd, going beyond the range of guns; pillaging houses, and taking therefrom china ware, boxes, trunks, glass, and even an ivory crucifix; and permitting others to commit similar outrages; culpably inefficient in the performance of their duties, and other offenses unbecoming officers and gentlemen. These acts demand the severest punishment, and it will not be through any fault of mine if it is not meted out.

“Added to other bad conduct of these officers, is a charge of cruelty to seamen, which is never inflicted by any one but officers who have not the moral character to command the respect of their subordinates, and maintain discipline. I will take this opportunity to pay a tribute to the good conduct of the crew, who, notwithstanding the ill-treatment shown them in the absence of their commander, and the bad example set them by the officers, have conducted themselves like honest men; and though a few of them participated in the outrages committed by the orders of certain of the officers, I hold them entirely blameless, considering the example of their superiors.

“The court of inquiry has brought to my notice several acts of cruelty and illegal punishment, which meet with my strongest disapprobation. The law is sufficient to bring to punishment any offender; and when an officer undertakes to violate it he need expect no consideration from me; I will do my best to have him dismissed from the service, no matter what his claims may be. At the same time, I set my face against any attempt at insubordination or neglect of duty on the part of the seamen; and while I insist on every kindness and proper indulgence being shown to them, I exact from them strict obedience to all proper and lawful orders. I feel pleased to say that no commander of a squadron ever had more cause to feel satisfied with the conduct of the seamen, &c., under him than I have, and it will be my pleasure to afford them every comfort which their loyalty, bravery and good conduct entitle them to. May every officer be governed by my feelings on this subject; and in maintaining discipline let them remember what is due to the laws, and the rational beings over whom they have control.

“I hope the case now before you will be the last instance of pillaging or

maltreatment of inhabitants, while I command this squadron. Let the Navy be considered a protection to the people who wish to be peaceful; let every officer who loves the name of honor put his face against those practices which will bring the Navy into disrepute; and while no means will be left untried to destroy rebels in arms, let all our acts towards citizens be characterized by feelings of justice, mercy and honor. Let us not lose sight of the customs long recognized, and sanctioned by civilized nations, and not subject ourselves to the odium which attaches itself frequently to a whole corps, owing to the bad conduct of a few of its members.

"I will be the judge when rebel property is to be invaded, and will take care of the interests of the government without the unauthorized assistance of such officers as have lately brought the blush of mortification to my cheek.

"These officers will be brought to trial by court-martial, and it is to be hoped that the example will not be lost on any one who are similarly inclined to disobey the laws and general orders for the guidance of the Mississippi Squadron.

"DAVID D. PORTER,

Rear-Admiral

Commanding Mississippi Squadron."

SPECIAL ORDERS AND RULE OF ACTION FOR THE MISSISSIPPI FLOTTILLA WITHIN THE "ENEMY'S LINES." SPIES, GUERRILLAS, TORPEDOES, &c.

[General Order, No. 121.]

"U. S. Mississippi Squadron,

Flag Ship 'BLACK HAWK,'

Cairo, Ill., Nov. 12, 1863.

"Owing to disobedience of orders on the part of Acting Master . . . of the U. S. S. 'Eastport,' in permitting a steamer to land when not under his guns and protection, and then paying her a visit in a boat with a small crew, the steamer 'Allen Collier' was destroyed by guerrillas and . . . taken prisoner.

"This is to notify all persons belonging to this squadron that no steamer will under any circumstances be allowed to land at any point on the Mississippi river, except at a military post or with a gunboat close alongside of her, and in such a position that the guns of the gunboat will completely command the levee.

"DAVID D. PORTER,

Rear-Admiral

Commanding Mississippi Squadron."

[General Order, No. 184.]

"U. S. Mississippi Squadron,

Flag Ship 'BLACK HAWK,'

Alexandria, La., Mar. 20, 1864.

"The enemy have adopted new inventions to destroy human life and vessels, in the shape of torpedoes, and an article resembling coal, which is to be placed in our coal piles for the purpose of blowing the vessels up, or injuring them. Officers will have to be careful in overlooking coal-barges.

Guards will be placed over them at all times, and any one found attempting to place any of these things amongst the coal will be shot on the spot.

"The same policy will be adopted towards those persons who are caught planting torpedoes, or floating them down, or with any of these inventions in their possession.

"Extra vigilance will be required in preventing the passing of boats across the different rivers. Anything in the shape of a boat or scow must be destroyed, no matter to whom may it belong. No pass will be given to any to cross or recross a river. No letter of any kind will be permitted to pass, and no boats will, after this, take from the banks any one (except contrabands) who have not passes from me. No one will be allowed to go on board any gunboat unless the commander knows them personally, and can vouch for them. Their names must be mentioned in the log and the facts reported to me.

"The transports are not to take on board refugees or prisoners of war, or deserters, and only such persons as are authorized at Cairo, or by me.

"All persons captured are to be thoroughly searched, also all trunks and clothing. *All* letters to be sent to me. When wheeled vehicles are captured the lining and seats are to be cut and examined, horses, harness, and in fact everything, where there is the least chance of stowing correspondence. No person is to be released who is caught carrying mails, but sent to Cairo, as a prisoner of war. The same with all ferrymen, whose property will be confiscated on the spot.

"The names of the persons who are engaged in the torpedo business are : and the sooner they are got rid of the better.

"DAVID D. PORTER,
Rear-Admiral,
Commanding Mississippi Squadron."

[General Order, No. 194.]

"U. S. Mississippi Squadron,
Flag Ship 'BLACK HAWK,'
Off Mouth Red River, May 20, 1864.

"The attention of all officers in the squadron is called to the facts mentioned below, and they will use every effort to have the persons named arrested, and frustrate their designs :

". alias 'Hickory Dick,' resides at Mrs. upon Mrs. plantation, at, or near Indian Point, about five miles below Prentiss on Old River or Old River Lake, as it is sometimes called. Indian Point is where rebel dispatches to and from Richmond to the Trans-Mississippi Department cross the Mississippi River, and said alias 'Hickory Dick,' is the bearer of said dispatches across the river, or is ferryman.

".—resides on the Davis or old Ross plantation, two miles east of Mrs. Said is chief of couriers. Courier stations (going east) are at the following places : 1st.—At or Davis' plantation. 2nd.—At Strong's Ferry, on the Sunflower ; 3rd.—At Boyd's Ferry, on the Tallahatchee ; 4th.—At Thompson's, twenty-two miles west of Grenada. mode of secreting dispatches, while awaiting couriers, is to bury them—sometimes at the corner of the house.

"Mrs. and—reside one-fourth of a mile back of Prentiss ; profess to be loyal, but are spies for the rebels ; go to Memphis

occasionally, get all the items they can, and communicate with and, rebel scouts.

"Capt.—resides near Fryan's Point; is a very bad man; carries news, and is doing much harm.

".—resides above the mouth of White river (in Arkansas); is in the woods part of the time near Johnson's, and is occasionally at house. He is the chief of a gang who practice a system for putting *torpedoes into wood*, and it is more likely to be done on Islands 63 and 76 than at other points. The plan is to use gas-pipe, or shot-gun and musket barrels, cut into pieces from ten to fifteen inches long, insert a screw plug into the ends, fill the tube with powder, and then employ negroes to bore into the ends of the wood and insert the tubes, plug the auger hole, and obliterate the surface appearance on the ends with dirt or otherwise.

"Gen.—is preparing to use Greek-fire, and proposes to use it against steamboats. His present point of attack is between Helena and Memphis; he has some 1,200 men under his command, and is provided with what he terms 'Rocket Battery,' with 'hail shot.' His battery was crossed from the east to the west side of the river above Helena not long since.

".—is preparing to fell trees upon steamers in Yazoo river. The plan is to select places where the river is crooked and difficult to navigate; select such trees that lean over the water (of which there are many), saw into them on the side next the water, then upon the opposite side, some two or three feet above the first cut, making the two cuts very nearly sever the tree, then bore into the tree at right angles with and half way between the cuts, put in a sufficient quantity of powder and attach a slow match, or put in a torpedo, such as is proposed to use in wood, and explode it with percussion at the time boats are passing.

"DAVID D. PORTER,

Rear-Admiral

Commanding Mississippi Squadron."

[General Order, No. 84.]

"U. S. Mississippi Squadron,

Flag Ship 'BLACK HAWK,'

Cairo, Ill., August 20, 1863.

"By order 80 it will be seen that the river Mississippi is now divided into districts, each district under command of a divisional officer. When commanders are ordered to repair to any point, they are to report to the commander of district, get his orders, and take their stations. It will be their duty to report by first opportunity anything of importance that may occur. They are not to leave their stations, except to patrol a short distance, above and below, and to prevent the passage of rebel troops or munitions of war across the river. Ferries must be regulated so that no improper persons will pass to and fro.

"Cultivate good feelings with the inhabitants, and allow no improprieties to be committed by officers or crew.

"Pay particular attention to all general orders.

"Warn all passing vessels if there are guerrillas about, and convoy them past danger, if not too far from the station.

"No vessels are to be delayed for convoy.

“Make all reports to commander of division, who will sign all requisitions, &c.; or if too far off, send all requisitions to Capt. Pennock, at Cairo.

“Notify the commander of division when short of coal and provisions. If the station is too far from the commanding officer, report by letter, and remain at the station until the divisional commander is heard from.

“As the dispatch vessels go down, find out when they will return, and have the sick and their accounts ready to go up in her.

“When an officer is very sick, he will be sent at once to Memphis hospital, without further order than that of the commander.

“The gunboats will never tie up at the bank at night, but lie at anchor ready for anything. Be careful that torpedoes are not drifted down on the vessels, and guard against the approach of boats. Never anchor exactly on the same place, but shift position often.

“DAVID D. PORTER,

Rear-Admiral

Commanding Mississippi Squadron.”

ADMIRAL PORTER'S FAREWELL ADDRESS.

[General Order, No. 24.]

“U. S. Mississippi Squadron,
Flag Ship ‘BLACK HAWK,’
Mound City, Ill., Sept. 28, 1864.

“The government has thought proper to assign me to another command.

“In taking leave of the officers and men who have served with me in scenes of trial and peril, I desire to express the regret I feel at breaking up the most pleasant associations of my life, and also to assure them that I have always felt the most sincere gratification at the manner in which I have been supported throughout this extensive command. I may be attached to other squadrons, but I feel that I shall never again derive such entire satisfaction as I have experienced while connected with the one I am about to relinquish.

“No common events have occurred here to make me feel as I now do, for the associations are of no ordinary character that make me take the deepest interest in all those who are connected with the Mississippi squadron; and I shall never regret when either officers or men who have served under me here, shall join me in other scenes where we may be called to serve our country.

“When I first assumed charge of this squadron, the Mississippi was in possession of the rebels from Memphis to New Orleans, a distance of eight hundred miles, and over one thousand miles of tributaries were closed against us, embracing a territory larger than some of the kingdoms of Europe.

“Our commerce is now successfully, if not quietly, transported on the broad Mississippi, from one end to the other, and the same may almost be said with regard to its tributaries.

“These results are owing to the indomitable spirit evinced by the officers and men of the Mississippi squadron.

“Although the aid that has been given to the Army by this squadron, in

capturing strongholds, and its co-operation with the land forces generally, has not been properly estimated and acknowledged ; history will do justice to all concerned, and you can with pride point to many a fortified place, which would now be in the hands of the rebels but for the exertions of the Navy in these waters.

“ I need not say to all, that I trust you will continue to keep up that discipline and vigilance which have made the Mississippi squadron efficient, and that when a new commander takes my place, he may admit there is nothing defective in this large organization.

“ It has been my aim and desire to bring the discipline here to the highest state of perfection, and if I may have seemed over-strict to those unaccustomed to Naval discipline, all will, I think, admit that I have endeavored to be just.

“ If I have caused those to be punished who have not done their duty, or who have been false to their trusts, I have sought every occasion to promote those who have distinguished themselves in any way, and the door to promotion has been open to any sailor in the fleet, who chose to exert himself and deserve advancement. The records of the fleet will show where men who were petty officers or seamen two years ago, are now lieutenants, a position which I was sixteen years in reaching after I first entered the Navy.

“ Again let me impress upon you the importance of vigilance and discipline. The enemy we have been fighting so persistently is now in his last dying agony, and a few months more or less will close this rebellion. Do not, by any want of vigilance on your part, give the rebels a chance for a single success over you. Remember all the general orders I have issued with regard to the proper precautions to be observed. I can trace many of the mishaps which have occurred to want of attention to orders on the part of those in command, and though I am happy to say that instances of this kind are few, I cannot but regret that they have taken place, for the sake of the squadron and those concerned.

“ There cannot, however, be any war without captures, and while I regret the brave fellows who have been killed or thrown into the hands of the enemy, by inattention to orders, I console myself that in almost all cases the flag was properly defended, and the vessels seldom surrendered.

“ Go where I may, I shall always entertain a lively recollection of scenes on the Mississippi and its tributaries, scenes that will hereafter be chronicled by historians as they deserve to be, and those who have figured in them, or performed prominent actions, will certainly be remembered by a grateful country, when she is rescued from the hands of the wretched rebel traitors who desire her overthrow.

“ I bid you all farewell, hoping that we may meet on other fields.

“ Ere we die, our country will have a debt to pay to those foreign nations who have dared to hamper us while struggling in the mightiest contest the world ever saw—may we then all meet again.

‘DAVID D. PORTEB,

Rear-Admiral

Commanding Mississippi Squadron.

“ N.B. To be read to the officers and crew upon the quarter-deck of every vessel in the Mississippi Squadron.”

LIST OF VESSELS AND OFFICERS AT THE CAPTURE OF THE CITY OF NEW ORLEANS.

Steam-Sloop "Hartford."

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| Flag-Officer, David G. Farragut. | Third Assistant Engineers, Conrad J. Cooper, Charles M. Burchard, Isaac De Graff, and Albert H. Fulton. |
| Captain, Henry H. Bell, (Fleet). | |
| Commander, Richard Wainwright. | |
| Lieutenants, James S. Thornton and Albert Kautz. | |
| Fleet Surgeon, J. M. Foltz. | Acting Midshipmen, Herbert B. Tyson, Edward C. Hazeltine, John Henry Read, and Henry J. Blake. |
| Surgeon, Stewart Kennedy. | |
| Assistant Surgeon, Joseph Hogg. | Acting Master's Mates, Edwin J. Allen, Thomas Mason, Lewis S. Locke, and George H. Loundsberry. |
| Paymaster, George Plunkett. | |
| Chief Engineer, James B. Kimball. | |
| Master, John C. Watson. | |
| Acting Masters, Daniel S. Murphy, Ezra S. Goodwin, Horace J. Draper, and Albert Cook. | Boatswain, James Walker. |
| Second Assistant Engineers, John Pindy, Edward B. Latch, and Fletcher A. Wilson. | Acting Gunner, John Duncan. |
| | Acting Carpenter, James H. Conley. |
| | Fleet Captain's Clerk, Thomas B. Waddel. |

Steam-Frigate "Colorado."

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| Captain, Theodorus Bailey. | Third Assistant Engineers, Albert Murray, L. L. Olmstead, William L. Smith, George H. White, Webster Lane, and Isaac R. McNary. |
| Lieutenants, John L. Davis, Joseph E. De Haven, and Robert Boyd. | |
| Surgeon, Philip S. Wales. | Acting Midshipmen, F. J. Higgen-son and William R. Bridgeman. |
| Assistant Surgeons, Morris H. Henry, Adrian Hudson, and J. Otis Bush. | Acting Master's Mates, Alexander Cushman, Nathaniel Hobbs, Moses W. Stone, Augustus Farrell, and David T. Potter. |
| Paymaster, A. W. Russell. | |
| Chief Engineer, George Gideon. | Boatswain, Zachariah Witmarsh. |
| Acting Masters, John Sherrill, Joseph W. Tuck, James Taylor, Tecumseh Teece, and William B. Stoddard. | Gunner, James D. Barton. |
| First Assistant Engineer, Loyd A. Williams. | Carpenter, George E. Anderson. |
| Acting First Assistant Engineer, David Fraser. | Sailmaker, Joseph C. Bradford. |
| Second Ass'tnt Engineer, J. Cox Hull. | Coast Pilot, Daniel Pepper. |
| Acting Second Assistant Engineer, John Fraser. | Captain's Clerk, B. F. Monroe. |
| | Paymaster's Clerk, William R. Upham. |

Steam-Sloop "Pensacola."

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| Captain, Henry W. Morris. | Acting Masters, E. C. McKay and E. C. Schultz. |
| Lieutenants, F. A. Roe and James Stillwell. | |
| Surgeon, J. Winthrop Taylor. | Second Assistant Engineers, S. L. P. Ayres and C. H. Ball. |
| Paymaster, George L. Davis. | |
| Acting Surgeon, W. B. Dick. | Third Assistant Engineers, T. G. Smith, J. L. Vanclain, J. T. Mercer, J. T. Hawkins, George W. Magee, and John C. Huntley. |
| Second Lieutenant Marines, John C. Harris. | |
| Chief Engineer, S. D. Hebbert. | Gunner, D. A. Roe. |

Acting Master's Mates, George A. Storm, Joseph Kent, and Charles Gainsford. Paymaster's Clerk, George C. Richardson.

Steam-Sloop "Brooklyn."

Captain, Thomas T. Craven.
Lieutenant, R. B. Lowry.
Surgeon, Samuel Jackson.
Assistant Surgeon, James S. Knight.
Paymaster, Charles W. Abbot.
Chief Engineer, William B. Brooks.
Masters, J. C. Stafford, George Dewhurst, Lyman Wells, and James O'Kane.
Acting Master, Thomas B. Beekering.
First Assistant Engineer, B. E. Chas-saing.
Second Assistant Engineers, James Atkins, Alexander V. Fraser, Jr., and James H. Morrison.
Third Assistant Engineers, Charles F. Mayer, Jr., B. D. Clemens, Jacob L. Bright, and Joseph Morgan, Jr.
Midshipman, John Anderson.
Acting Midshipmen, H. T. Grafton and John R. Bartlett.
Master's Mates, Henry C. Leslie, Robert Beardsley, William Taber, and E. S. Lowe.
Captain's Clerk, Joseph G. Swift.
Paymaster's Clerk, William Robert-son.

Sloop "Portsmouth."

Commander, Samuel Swartwout.
Lieutenant, Philip C. Johnson.
Surgeon, J. S. Duncan.
Assistant Surgeon, H. M. Wells.
Assist't Paymaster, Casper Schenck.
Master, Francis O. Davenport.
Acting Masters, Andrew A. Ward, William G. Mitchell, and Gilbert Richmond.
Acting Midshipman, Walter Abbot.
Master's Mates, John Smith, Thomas P. Jones, Thomas B. Gammon, and Sidney S. Beck.
Acting Gunner, Thomas Cassidy.
Assistant Sailmaker, Henry J. Hayden.

Steam-Sloop "Oneida."

Commander, S. Philips Lee.
Lieutenant, Montgomery Sicard.
Chief Engineer, Francis C. Dade.
Surgeon, John Y. Taylor.
Paymaster, Charles W. Hassler.
Master, Francis S. Brown.
Acting Masters, Pierre Giraud, Thomas Edwards, and Elijah Rose.
Midshipmen, Frederick J. Naile and George W. Wood.
Second Assistant Engineers, Horace McMurtrie and Reuben H. Fitch.
Third Assistant Engineers, Alfred T. Brower, George W. Stivers, and Richard M. Hodgson.
Captain's Clerk, Charles W. Higgins.
Acting Boatswain, James Herold.
Acting Gunner, William Parker.
Acting Master's Mates, Edward Bird, Daniel Clark, George B. Alling, and John J. Earle, Jr.

Steam-Sloop "Mississippi."

Captain, Melancton Smith.
Lieutenant, George Dewey.
Surgeon, Robert T. Maccoun.
Assistant Surgeon, J. W. Shively.
Paymaster, T. M. Taylor.
Chief Engineer, William H. Rutherford.
Marine Officer, Captain P. H. W. Fontainé.
Acting Masters, Frederick T. King, George Munday, Charles F. Chase, Robert L. Kelly, and F. E. Ellis.
Ensigns, A. S. Barker, O. A. Batcheller, and Edwin M. Shepard.

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| First Assistant Engineer, G. B. N. Towers. | James J. Noble, and Henry W. Phillips. |
| Second Assistant Engineer, J. Cox Hull. | Acting Master's Mate, Henry B. Francis. |
| Third Assistant Engineers, Frederick G. McKean, Samuel R. Brooks, | Boatswain, Joseph Lewis. |
| Carpenter, John Green. | Gunner, William Cope. |

Steam-Sloop "Varuna."

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| Commander, Charles S. Boggs. | Acting Second Assistant Engineer, James Schultz. |
| Lieutenant, C. H. Swasey. | Acting Third Assistant Engineers, E. C. Mayloy, Samuel Robinson, and George L. Harris. |
| Acting Assistant Surgeon, W. G. Bruce. | Acting Gunner, Thomas H. Forturn. |
| Acting Assistant Paymaster, Charles T. Fitch. | Acting Master's Mates, Thomas H. Lawrence, Silas H. Bevins, Henry D. Foster, and James L. Blauvelt. |
| Acting Masters, Ezra Leonard, John D. Childs, and David H. Hayden. | Captain's Clerk, E. B. Deshler. |
| Acting First Assistant Engineer, Robert Henry. | |

Steam-Sloop "Iroquois."

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| Commander, John DeCamp. | Second Assistant Engineers, Benjamin C. Bampton, E. S. Boynton, Franklin K. Hain, and John H. Hunt. |
| Lieutenant, David B. Harmony. | Carpenter, John A. Dixon. |
| Lieutenant, Frederick U. McNair. | Acting Gunner, William Ryder. |
| Surgeon, Benjamin Vreeland. | Paymaster's Clerk, William P. Forman. |
| Paymaster, Robert A. Clark. | Master's Mate, Charles F. Willard. |
| Acting Masters, John F. Harden and John McFarland. | |
| First Assistant Engineer, in charge, John H. Long. | |

Steam-Sloop "Richmond."

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| Commander, James Alden. | First Assistant Engineer, Eben Hoyt, Jr. |
| Lieutenants, A. Boyd Cummings and Edward Terry. | Second Assistant Engineer, J. L. Butler. |
| Acting Volunteer Lieutenant, Thomas F. Wade. | Third Assistant Engineers, Albert W. Marley, G. W. W. Dove, R. B. Plotts, and Charles E. Emery. |
| Paymaster, George F. Cutter. | Acting Third Assistant Engineer, Charles J. Cooper. |
| Surgeon, A. A. Henderson. | Acting Master's Mates, H. F. Moffatt, J. Russell Howell, William R. Cox, John B. Bradley, and Robert P. Swann. |
| Captain of Marines, Alan Ramsay. | |
| Assistant Surgeon, John D. Murphy. | |
| Chief Engineer, John W. Moore. | |
| Acting Masters, Frederick S. Hill, S. B. Coggeshale, and Charles J. Gibbs. | |

Steamer "Sciota."

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| Lieutenant Commanding, Edward Donaldson. | Acting Assistant Paymaster, Chas. H. Lockwood. |
| Lieutenant, Henry A. Adams. | Second Assistant Engineer, Charles E. De Valin. |
| Assistant Surgeon, H. F. McSherry. | |

Acting Masters, A. McFarland and Graham P. Foster. ples, and S. J. Hazazar.
 Acting Master's Mates, John H. Field, Third Assistant Engineers, Edw. Curtis, A. H. Price, and H. M. Graham C. Taylor, John H. Sta- Quigg.
 Captain's Clerk, J. H. Reifenyder.

Steamer "Katahdin."

Lieutenant Commanding, Geo. H. Second Assistant Engineer, T. M. Preble. Dukehart.
 Lieutenant, Nathaniel Green. Third Assistant Engineers, F. A. R. George, William P. Reid, and Assistant Surgeon, Somerset Robin- William W. Heaton.
 son.
 Acting Paymaster, R. F. Ladd. Acting Master's Mates, George Le-
 Acting Masters, George Harris and mard, J. W. Hartshorn, J. W. Thode, and A. Whiting.
 W. H. Polleys.
 Captain's Clerk, Edward P. Preble.

Steamer "Winona."

Lieutenant Commanding, E. T. Sprague.
 Nichols. Third Assistant Engineers, Joseph Walters, Edward Gay, and Robert Assistant Surgeon, Arthur Mathew- F. Hatfield.
 son. Acting Master's Mates, William F. Hunt, Alfred Staigg, Frank H. Beers, and Charles D. Hammett, Jr.
 Paymaster, Henry M. Denniston. Captain's Clerk, A. F. O'Neil.
 Acting Masters, Charles Hallet and Felix McCurley.
 Second Assistant Engineer, Jas. P.

Steamer "Itasca."

Lieutenant Commanding, C. H. B. Third Assistant Engineers, James Caldwell. M. Benckert, Truman Jones, John Borthwick, and Henry E. Hen-
 Lieutenant, George Bacon. shaw.
 Assistant Surgeon, Heber Smith. Acting Master's Mates, William E. Bridges, Neil Alexander, George Spencer and Joseph B. Crane.
 Assistant Paymaster, Arthur J. Captain's Clerk, Fitz Henry Price
 Pritchard.
 Acting Masters, Edmund Jones and Amos Johnson.

Steamer "Cayuga."

Lieutenant Commanding, Napoleon Second Assistant Engineer, George B. Harrison. W. Rogers.
 Lieutenant, George H. Perkins. Third Assistant Engineers, Ralph Aston, J. W. Sidney, and J. C. Assistant Surgeon, Edward S. Boget. Chaffee.
 Acting Assistant Paymaster, J. W. Whiffin. Acting Master's Mates, James Gillin, Charles Post, Theodore B. Magee, and Robert C. Bostwick.
 Acting Masters, Thomas H. Mortore and E. D. Percy.
 Captain's Clerk, Charles M. Burns.

Steamer "Pinola."

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| Lieutenant Commanding, Peirce Crosby. | First Assist't Engineer, Jno. Johnson. |
| Lieutenant, A. P. Cooke. | Third Assistant Engineers, Peter A. Sasse, William F. Law, and John Everding. |
| Assistant Surgeon, Luther M. Lyon, | Acting Master's Mates, William H. Thompson, William C. White, and Charles V. Ramuel. |
| Assistant Paymaster, C. S. Warren. | |
| Acting Masters, William P. Gibbs and John G. Lloyd. | |

Steamer "Wissahickon."

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| Lieutenant Commanding, A. N. Smith. | Second Assistant Engineer, Thomas S. Cunningham. |
| Lieutenant, Edward E. Porter. | Third Assistant Engineers, Augustus Mitchell and Philip H. White. |
| Acting Masters, George Fernig, R. Price Walter, and B. G. Handy. | Acting Master's Mates, Charley M. Bird, Inmez M. Forsyth, and O. L. S. Roberts. |
| Assistant Surgeon, H. Ackley. | |
| Assistant Paymaster, F. C. Upton. | |

Steamer "Kineo."

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| Lieutenant Commanding, George M. Ransom. | Second Assistant Engineer, S. Wilkins Cragg. |
| Lieutenant, A. S. Mackenzie. | Third Assistant Engineers, James Maughlin, C. F. Hollingsworth, and C. J. McConnell. |
| Assistant Surgeon, A. S. Oberly. | Acting Master's Mates, William S. Keen, John Bartol, Jr., Walter H. Davis, and George A. Faunce. |
| Acting Assistant Paymaster, Henry W. Dinian. | |
| Acting Masters, Oliver Colburn and L. A. Brown. | |

Steamer "Kennebec."

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| Lieutenant Commanding, John H. Russell. | Second Assistant Engineer, Henry W. Fitch. |
| Lieutenant, T. B. Blake. | Third Assistant Engineers, B. C. Girving, L. W. Robinson, and E. E. Roberts. |
| Acting Masters, Henry C. Wade, and William Brooks. | Acting Master's Mates, H. E. Tulkham, J. W. Merryman, J. W. Page, and J. D. Ellis. |
| Assistant Surgeon, Charles H. Perry. | |
| Acting Assistant Paymaster, C. L. Burnett. | |
| Captain's Clerk, George P. Lovering. | |

Steamer "Harriet Lane."

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| Commander, D. D. Porter (Commanding Mortar Flotilla). | Assistant Surgeon, T. N. Penrose. |
| Lieutenant Commanding, J. M. Wainwright. | Second Assistant Engineers, M. H. Plunkett, and C. H. Stone. |
| Lieutenant, Edward Lea. | Third Assistant Engineers, J. E. Cooper, A. T. E. Mullin, and Robert N. Ellis. |
| Acting Masters, J. A. Hannum, W. F. Monroe, and C. H. Hamilton. | Acting Master's Mate, C. M. Davis. |
| Assistant Paymaster, R. I. Richardson. | Captain's Clerk, John B. Norris. |

Steamer "Westfield."

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| Commander, William B. Renshaw. | Second Assistant Engineer, William R. Greene. |
| Acting Masters, C. W. Zimmerman, L. D. Smalley, F. C. Miller, Gustav Vassallo, and Joseph H. Warren. | Third Assistant Engineers, George S. Baker, Charles W. Smith, and John Van Hogan. |
| Acting Assistant Surgeon, E. H. Allis. | Acting Midshipman, Stephen A. McCarty. |
| Acting Assistant Paymaster, Charles C. Walden. | Master's Mates, David Harvey, John P. Arnette, and Wm. L. Babcock. |
| Captain's Clerk, Dudley S. Griffith. | |

Steamer "Miami."

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| Lieutenant-Commander, A. D. Harrell. | First Assistant Engineer, James F. Lamdin. |
| Acting Lieutenant, Robert Townsend. | Acting Second Assistant Engineer, L. W. Simonds. |
| Acting Masters, William N. Wells, Milford Rogers, and John Lear. | Third Assistant Engineers, Guy Sampson, Henry D. Heisner, and Charles C. Davis. |
| Assistant Surgeon, David Kindleberger. | Acting Master's Mates, John Quevedo, William H. Harrison, and Robert Roundtree. |
| Acting Assistant Paymaster, William H. Sells. | |
| Captain's Clerk, William C. Fay. | |

Steamer "J. P. Jackson."

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| Lieutenant Commanding, Selim A. Woodworth. | William H. Howard, and Albert B. Axtell. |
| Surgeon, Thomas S. Yard. | Second Assistant Engineer, John B. Morgan. |
| Paymaster, A. D. Weld. | Third Assistant Engineers, James Barnes, Samuel Strude, and James D. Cadwell. |
| Acting Masters, Stephen D. Jay, Charles G. Arthur, and Minor B. Crowell. | Captain's Clerk, M. W. Whitlock. |
| Master's Mates, Jeremiah Murphy, | |

Mortar Schooner "Norfolk Packet."

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| Lieutenant Commanding, Watson Smith. | Acting Master's Mates, W. E. H. Fentress, William Collins, and John Bath. |
| Assistant Surgeon, A. B. Judson. | |

Mortar Schooner "T. A. Ward."

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| Lieutenant Commanding, Walter W. Queen. | Acting Master's Mates, William Hatch, George W. Wood, and James McDonald. |
| Assistant Surgeon, A. A. Hoehling. | |
| Captain's Clerk, Archer Tein. | |

Mortar Schooner "Horace Bealls."

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| Lieutenant-Commander, K. R. Breese. | Acting Master, George W. Sumner. |
| | Assistant Surgeon, R. T. Edea. |

Acting Master's Mates, James Becker, H. Baker.
William G. Morris, and Thomas Captain's Clerk, Albert W. Bacon.

Steamer "Clifton."

Acting Lieutenant Commanding, C. Acting Master's Mates, William W.
H. Baldwin. Weld, Charles Albert, and Loring
Acting Masters, Robert Rhodes, B. Cannon.
S. Weeks, and E. A. Howell. Acting Second Assistant Engineer,
Acting Assistant Surgeon, D. D. T. James A. Fox.
Nestell. Acting Third Assistant Engineers,
Acting Assistant Paymaster, James S. S. Vollum, L. Spanburgh, and
Wing. P. Finnigan.
Midshipmen, Hayden T. French, Captain's Clerk, S. M. Taylor.
and H. B. Rumsey.

Bark "Houghton."

Acting Master Commanding, New- Clifton, and Theron W. Squires.
ell Graham. Assistant Paymaster, Clifton Hellen.
Acting Master's Mates, George R. Paymaster's Clerk, Henry Cushing.

Mortar Schooner "Henry Jane."

Acting Master Commanding, Lewis Acting Master's Mates, Anthony
W. Pennington. Soper, Z. Predmore, and R. W.
Spates.

Mortar Schooner "William Bacon."

Acting Master Commanding, Wil- Act'g Master's Mates, Chas. D. Thomp-
liam P. Rogen. son, Geo. W. Law, and Henry E.
Ripley.

Mortar Schooner "Sea Foam."

Acting Master Commanding, Henry Acting Master's Mates, Jas. Perkins,
E. Williams. Joseph Moss, and Ambrose Felix.

Mortar Schooner "Para."

Acting Master Commanding, E. G. Acting Master's Mates, Edw. Ryan,
Furber. Jno. McDonough and W. W. Hughea.

Mortar Schooner "George Mangham."

Acting Master Commanding, John O'Brien, John M. Richards, Wil-
Collins. liam H. Dade, and John Wil-
Acting Master's Mates, Samuel A. liams.

Mortar Schooner "Sarah Bruen."

Acting Master Commanding, Abra- Rider, James S. Hyde, and Syl-
ham Christian. vester Rowland.
Acting Master's Mates, Niles C.

Mortar Schooner "Racer."

Acting Master Commanding, Alvin Manler, Henry C. Whitmore, and
Phinney. David B. Cosey.
Acting Master's Mates, Everett S.

Mortar Schooner "O. H. Lee."

Acting Master Commanding, Wash- Chadwick, Arthur T. Parsons,
ington Godfrey, and Thomas G. Hall.
Acting Master's Mates, Joseph H.

Mortar Schooner "Dan Smith."

Acting Master's Mates, George W. Brown, Francis W. Towne, Erich Ga-
brielson, and R. S. Sommers.

Mortar Schooner "Adolph Hugel."

Acting Master Commanding, James Acting Master's Mates, Peter Deck-
Van Boskirk, er, and W. H. Thompson.

Mortar Schooner "Maria J. Carleton."

Acting Master Commanding, Charles ler, Douglas F. O'Brien, and Ge-
E. Jack, rome B. Johnson.
Acting Master's Mates, August Ad-

Mortar Schooner "Sidney C. Jones."

Acting Master Commanding, James Wagstaff, W. C. Graham, and J.
D. Graham, W. Cortelyon.
Acting Master's Mates, R. W.

Mortar Schooner "Sophronia."

Acting Master Commanding, Lyman Acting Master's Mates, E. W. Pel-
Bartholomew, ton, and Andrew F. Williamson.

Mortar Schooner "Matthew Vassar."

Acting Master Commanding Hugh Penfield, David H. Greswold, and
H. Savage, George S. Hines.
Acting Master's Mates, William H.

Mortar Schooner "C. P. Williams."

Acting Master Commanding, A. R. gan, William Cowlings, and George
Langthon, C. Penfield.
Acting Master's Mates, John R. Fe-

Mortar Schooner "J. Griffith."

Acting Master Commanding, Henry Acting Master's Mates, R. M. Clark,
Brown, and Thomas Lavensaler.

Mortar Schooner "Orvetta."

Acting Master Commanding, Francis Adams, Sanford Randall, and
E. Blanchard, William Munro.
Acting Master's Mates, Enos O.

Mortar Schooner "Arletta."

Acting Master Commanding, Thom- Bunce, Sylvim W. Fetchett, and
as E. Smith, Thomas Devine.
Acting Master's Mates, Israel S.

Coast Survey Steamer "Sachem."

| | |
|---|--|
| Assistant Commanding, F. H. Gerdes. | Sailing Master, Thomas A. Sears. |
| Assistants, J. G. Ottmans, James Harris, and Richard D. Halter. | Mates, Eben. Johnson, W. H. Shrively, W. Thompson, and J. Duffy. |
| | Aid, Thomas Bowie. |

LIST OF VESSELS AND OFFICERS AT THE BATTLE OF MOBILE BAY,
AUGUST 5, 1864.

Steam-Sloop "Hartford," (Flag Ship.)

| | |
|--|--|
| Rear-Admiral, David G. Farragut. | Acting Ensigns, G. B. D. Glidden, |
| Fleet Captain, Percival Drayton. | William H. Whiting, H. H. Brownell, H. H. Heginbotham, Robert D. Bogart, and William L. Dana. |
| Lieutenant-Commander, Lewis A. Kimberly. | First Assistant Engineer, Edward B. Latch. |
| Lieutenants, J. Crittenden Watson, A. R. Yates, Herbert B. Tyson, and La Rue P. Adams. | Second Assistant Engineers, John Wilson, Isaac De Graff, and H. L. Pelkington. |
| Acting Volunteer Lieutenant, Geo. Mundy. | Third Assistant Engineer, Jas. E. Speights. |
| Fleet Surgeon, J. C. Palmer. | Acting Third Assistant Engineers, William McEwan, T. Benton Brown, and John D. Thompson. |
| Fleet Paymaster, Edward T. Dunn. | Paymaster's Clerk, Horatio N. Wood. |
| Fleet Engineer, William H. Shock. | Acting Master's Mates, Richard P. Herrick, George B. Avery, William H. Hathorne, William H. Childs, and Joseph J. Finelli. |
| Surgeon, Philip Lansdale. | |
| Assistant Surgeons, William Commons and F. Woolverton. | |
| Paymaster, William F. Meredith. | |
| Chief Engineer, Thomas Williamson. | |
| Captain Marines, Charles Heywood, | |
| Rear Admiral's Secretary, Alexander McKinley. | |

Steam-Sloop "Richmond."

| | |
|--|--|
| Captain, Thornton A. Jenkins. | M. Chester, and Arthur H. Wright. |
| Lieutenant-Commander, Edward Terry. | First Assistant Engineer, Emory J. Brooks. |
| Acting Volunteer Lieutenant, Charles J. Gibbs. | Second Assistant Engineers, Albert J. Kenyon, Absalom Kirby, John D. Ford, and Robert Weir. |
| Surgeon, Lewis J. Williams. | Third Assistant Engineers, William H. Crawford, Charles W. C. Sartar, James W. Patterson, and Thomas McElmell. |
| Assistant Surgeon, J. McD. Rice. | |
| Paymaster, Edwin Stewart. | |
| Chief Engineer, Jackson McElmell. | |
| Second Lieutenant Marines, C. L. Sherman. | |
| Acting Master, Prince S. Borden. | Acting Master's Mates, James West, Theodore J. Werner, William C. Seymour, and Walter A. De Witt. |
| Ensign, Philip H. Cooper. | |
| Acting Ensigns, Lewis Clark, Colby Pilot, William Stewart. | |

Steam-Sloop "Lackawanna."

| | |
|--|--|
| Captain, J. B. Marchand. | First Assistant Engineer, James W. Whittaker. |
| Lieutenants, Thomas S. Spencer, and S. A. McCarty. | Second Assistant Engineers, E. J. Whittaker and George W. Roche. |
| Paymaster, James Fulton. | Third Assistant Engineer, Isaac B. Fort. |
| Surgeon, T. W. Leach. | Acting Third Assistant Engineers, David Hennessy and George W. Sullivan. |
| Acting Assistant Surgeon, W. T. Hutchinson. | Acting Master's Mates, William J. Lewis, C. H. Foster, and John C. Palmer. |
| Acting Masters, Felix McCurley and John H. Allen. | |
| Ensigns, G. H. Wadleigh and Frank Wildes. | |
| Acting Ensign, Clarence Rathbone. | |

Steam-Sloop "Brooklyn."

| | |
|--|--|
| Captain, James Alden. | R. Cassel. |
| Lieutenant-Commander, Edward P. Lull. | Second Assistant Engineers, John D. Toppin, David Hardie, Haviland Barstow, and George E. Tower. |
| Lieutenants, Thomas L. Swann and Charles F. Blake. | Third Assistant Engineers, F. C. Goodwin, Joel A. Bullard, and William H. De Hart. |
| Surgeon, George Maulsby. | Acting Third Assistant Engineer, Henry H. Arthur. |
| Assistant Surgeon, H. Smith. | Acting Master's Mates, Frederick C. Duncan, A. L. Stephens, and William H. Cook. |
| Paymaster, Gilbert E. Thornton. | |
| Chief Engineer, Mortimer Kellogg. | |
| Ensigns, Charles H. Pendleton and C. D. Sigsbee. | |
| Acting Ensigns, John Atter and D. | |

Monitor "Tecumseh."

| | |
|--|---|
| Commander, T. Augustus Craven. | Acting Assistant Paymaster, George Worke. |
| Lieutenant, John W. Kelly. | Second Assistant Engineers, F. S. Barlow and Henry S. Leonard. |
| Acting Masters, Charles F. Langley and Gardner Cottrell. | Acting Second Assistant Engineer, T. Ustick. |
| Acting Ensigns, John P. Lettic and William Titcomb. | Acting Third Assistant Engineers, George Relter and James L. Parsons. |
| Chief Engineer, C. Faron. | |
| Acting Assistant Surgeon, William A. Danker. | |

Steam-Sloop "Monongahela."

| | |
|---|---|
| Commander, James H. Strong. | Acting Ensigns, D. W. Mullan, James H. Rodgers, George Gerard, and P. E. Harrington. |
| Lieutenants, Roderick Prentiss and O. A. Batchenor. | Second Assistant Engineers, Joseph Trilly, J. J. Bissett, Edward Cheeney, and Philip J. Langer. |
| Surgeon, David Kindleberger. | Acting Third Assistant Engineer, Amos C. Wilcox. |
| Acting Assistant Surgeon, William B. Lewis. | |
| Assistant Paymaster, Forbes Parker. | |
| Chief Engineer, George E. Kutz. | |

Steam-Sloop "Ossipee."

| | |
|---|--|
| Commander, William E. Le Roy. | Second Assistant Engineer, William H. Vanderbilt. |
| Lieutenants, J. A. Howell and Richard S. Chew. | Acting Second Assistant Engineers, Martin H. Gerry, James R. Webb, George W. Kidder, and Alfred Colin. |
| Surgeon, B. F. Gibbs. | |
| Acting Assistant Surgeon, Jon. K. Bacon. | Third Assistant Engineer, John Matthews. |
| Paymaster, Edward Foster. | Acting Third Assistant Engineer, William Collier. |
| Acting Chief Engineer, James M. Adams. | Acting Master's Mates, George Pilling and William Merrigood. |
| Acting Masters, C. C. Bunker, and C. W. Adams. | Assistant Gunner, John Q. Adams. |
| Acting Ensigns, Charles E. Clark, Henry S. Lambert, and William A. Van Vleck. | |

Steam-Sloop "Oneida."

| | |
|---|---|
| Commander, J. R. Madison Mullany. | John Sears. |
| Lieutenants, Charles L. Huntington, Charles S. Cotton, and Edward N. Kellogg. | First Assistant Engineer, Reuben H. Fitch. |
| Surgeon, John Y. Taylor. | Acting Third Assistant Engineers, W. E. Deaver and Nicholas Dillon. |
| Acting Paymaster, George R. Martin. | Acting Master's Mates, Edward Bird, Daniel Clark, and John Devereaux. |
| Chief Engineer, William H. Hunt. | Pilot, John V. Grivet. |
| Ensign, Charles V. Gridley. | |
| Acting Ensigns, John L. Hall, and | |

Steam-Sloop "Seminole."

| | |
|--|--|
| Commander, Edward Donaldson. | Acting First Assistant Engineers, Claude Babcock and Alvin R. Calden. |
| Surgeon, John I. Gibson. | Acting Third Assistant Engineers, William Drinkwater, Patrick I. Hughes, and William H. Whiting. |
| Paymaster, Levi J. Stockwell. | Acting Master's Mates, C. A. Thorne and Henry Webb. |
| Acting Volunteer Lieutenant, John A. Johnston. | |
| Acting Master, William A. Marine. | |
| Acting Ensigns, Francis Kempton, Walter S. Church, and David K. Perkins. | |

Iron-Clad "Winnebago."

| | |
|---|---|
| Commander, Thomas H. Stevens. | Acting Chief Engineer, Simon Shultice. |
| Acting Volunteer Lieutenant, William F. Shankland. | First Assistant Engineer, John Purdy. |
| Acting Master, Austrony S. Megathlin. | Acting First Assistant Engineers, James Monroe and John Wilson. |
| Acting Ensigns, James Whitworth, Michael Murphy, and John Morrisey. | Acting Second Assistant Engineers, E. L. Morse and Philip Allman. |
| Acting Assistant Paymaster, Henry Gerrard. | Acting Third Assistant Engineers, Robert D. Wright, James W. |
| Acting Assistant Surgeon, Joseph G. Bell. | |

Quinn, James Morris, and Thomas J. Myers. Atter, John L. Hall, William Edgar, and Charles S. Lyons.
 Acting Master's Mates, Henry C. Acting Gunner, Robert Sherman.

Monitor "Manhattan."

Commander, J. W. A. Nicholson. Acting First Assistant Engineer, William H. Miller.
 Lieutenant, E. M. Schoonmaker. Acting Second Assistant Engineers, James B. Farrand and Thomas Finnie.
 Acting Master, Robert B. Ely. Acting Third Assistant Engineers, Edward Misset, Charles F. Stroud, and Harrie Webster.
 Acting Chief Engineer, C. L. Carty.
 Assistant Surgeon, John H. Austin.
 Acting Assistant Paymaster, H. G. Thayer.
 Acting Ensigns, John B. Trott, George B. Mott, and Peter France.

Steamer "Galena."

Lieutenant-Commander, Clark H. Welles. P. Wright.
 Acting Volunteer Lieutenant, Chas. W. Wilson. Acting Ensigns, Henry Pease, Jr., and Sanford S. Miner.
 Acting Master, D. W. C. Kells. Second Assistant Engineers, Charles H. Greenleaf and John A. Scot.
 First Assistant Engineer, William G. Buehler. Acting Third Assistant Engineers, Patrick Burns and William Welcker.
 Acting Assistant Paymaster, Theodore Kitchen. Acting Master's Mates, Francis Tuttle and James H. Delano.
 Acting Assistant Surgeon George

Steamer "Conemaugh."

Lieutenant-Commander, J. C. P. De-Krafft. Acting First Assistant Engineer, A. Lapoint.
 Acting Masters, J. W. Stapleford and James F. Alcorn. Acting Second Assistant Engineers, P. H. Kendrick and Robert Whitehill.
 Assistant Surgeon, J. J. Allingham. Acting Third Assistant Engineers, J. F. Knowlton and Thomas Kidd.
 Acting Assistant Paymaster, C. E. Taylor. Acting Master's Mates, John Bowman, John K. Myttinger, and William Campbell.
 Acting Ensigns, William A. Byrnes, J. D. Hademan, and William F. Dolliver.

Steamer "Port Royal"

Lieutenant-Commanders, Bancroft Gherardi and Thomas C. Bowen. Fortesque S. Hopkins.
 Acting Masters, Edward Herrick and Thomas M. Gardner. Acting First Assistant Engineer, Fletcher A. Wilson.
 Acting Assistant Surgeon, Edward R. Hutchins. Second Assistant Engineers, Francis B. Allen and Henry Snyder.
 Acting Assistant Paymaster, Frank K. Moore. Acting Second Assistant Engineer, John B. McGavern.
 Acting Ensigns, William Hull and Third Assistant Engineer, W. C. F. Reichenbuck.

Acting Master's Mates, Eugene V. Tyson, Henry D. Baldwin, William A. Prescott, and Samuel S. Bumpus.

Steamer "Metacomet."

Lieutenant-Commander, James E. Jouett. John White, and Henry C. Nields.
 Acting Volunteer Lieutenant, Henry J. Sleeper. First Assistant Engineer, James Atkins.
 Acting Masters, N. M. Dyer and John O. Morse. Second Assistant Engineer, George P. Hunt.
 Acting Assistant Surgeon, E. D. Payne. Third Assistant Engineers, George B. Rodgers, James H. Nash, and D. W. King.
 Acting Assistant Paymaster, H. M. Hamman. Acting Master's Mates, J. K. Goodwin and Rufus N. Miller.
 Acting Ensigns, George E. Wing, Pilot, John H. Collins.

Steamer "Octorara."

Lieutenant-Commander, Charles H. Greene. William W. Shipman and M. N. McEntee.
 Acting Volunteer Lieutenant, William D. Urann. Second Assistant Engineer, Rozeau B. Plotts.
 Acting Masters, H. S. Young and Henry R. Billings. Acting Second Assistant Engineer, Jarol Huber.
 Assistant Surgeon, Edward R. Dodge. Acting Third Assistant Engineers, Joseph Knight and Gustar W. Best.
 Acting Assistant Paymaster, Joseph H. Pynchon. Acting Master's Mates, George P. Gifford and George W. Adams.
 Acting Ensign, George H. Dodge.
 Acting First Assistant Engineers,

Steamer "Kennebec."

Lieutenant-Commander, William P. McCann. Acting Ensigns, John J. Butler, Hosea E. Tinkham, and Joseph D. Ellis.
 Acting Volunteer Lieutenant, Edward Baker. Second Assistant Engineers, Lewis W. Robinson and John S. Pearce.
 Acting Assistant Paymaster, Edward T. Barker. Acting Third Assistant Engineer, James Eccles.
 Acting Assistant Surgeon, George W. Hatch.

Steamer "Sebago."

Lieutenant-Commander, William E. Fitzhugh. Acting First Assistant Engineer, William Morris.
 Acting Master, Jerome B. Rogers. Acting Second Assistant Engineer, W. P. Agers.
 Acting Assistant Surgeon, T. Munsen Coan. Acting Third Assistant Engineers, Robert Miller, Bernard Kerby, and Franklin Babcock.
 Assistant Paymaster, Henry A. Strong. Acting Master's Mates, Thomas Ellsmon and Ephraim R. Foster.
 Acting Ensigns, Chas. B. Dorrance, E. D. Martin, and Sam'l G. Blood.

Steamer "Pinola."

- Lieutenant-Commander, Oscar F. Stanton. Second Assistant Engineer, Howard D. Potts.
- Acting Assistant Paymaster, A. B. Robinson. Acting Third Assistant Engineers, Samuel A. Appold, Philip Ketler, Francis E. Hasmer, and Patrick H. Friel.
- Acting Assistant Surgeon, A. T. Hanson.
- Acting Ensigns, Charles V. Rummell, James W. Brown, William Symonds, and Albion P. Gibbs.

Steamer "Iasca."

- Lieutenant-Commander, George Brown. James Igo, and Edward S. Lowe. Second Assistant Engineers, John Bothwick and George C. Ireland.
- Acting Master, Richard Hustace.
- Acting Assistant Paymaster, Alfred G. Lathrop. Acting Third Assistant Engineers, Charles A. Laws and Alfred Hoyt.
- Acting Assistant Surgeon, Henry Brockwood. Acting Master's Mates, L. E. Heath and Marcus Chapman.
- Acting Ensigns, Charles H. Hurd,

Steamer "Pembina."

- Lieutenant-Commander, J. G. Maxwell. Putnam, and Charles L. Crandall. Second Assistant Engineers, James W. Sidney and Richard M. Hodgson.
- Acting Master, Bowen Allen.
- Acting Assistant Surgeon, A. R. Holmes. Third Assistant Engineer, Charles F. Nagle.
- Acting Paymaster, Walter Fuller.
- Acting Ensigns, William Lyddon, Braddock M. Chester, Charles Davis.

Monitor "Chickasaw."

- Lieutenant-Commander, George H. Perkins. Acting First Assistant Engineer, Charles Chadwick.
- Acting Volunteer Lieutenant, Wm. Hamilton. Acting Second Assistant Engineers, Elisha P. Bartlett, James J. Maratta, and Thomas H. Nelson.
- Acting Masters, Ezekiel D. Percy and E. B. Pike. Acting Third Assistant Engineers, Albert H. Goff, Sarill Whitehead, Alexander H. Wiggins, Alfred Wilkinson, Henry Wentworth, and George Harris.
- Acting Chief Engineer, William Rodgers.
- Acting Assistant Paymaster, Edmund S. Wheeler.
- Acting Assistant Surgeon, Garrett D. Buckner. Acting Master's Mates, Allen A. Mann, M. F. Kershaw, M. G. Jones, and F. A. Case.
- Acting Ensigns, George L. Jordan and J. Louis Harris. Gunner, John A. McDonald.

Steamer "J. P. Jackson."

- Acting Volunteer Lieutenant, S. W. Pennington. Acting Assistant Surgeon, Thomas S. Yard.

| | |
|--|--|
| Acting Assistant Paymaster, Charles B. Perry. | Acting Third Assistant Engineers, James D. Cadwell, Albert Mayer, John E. Hease, and L. R. Burgoyne. |
| Acting Ensigns, Robert Henderson, William H. Howard, and Joseph H. Wainwright. | Acting Master's Mates, Achilles Kalinski and Charles Heath. |
| Acting Second Assistant Engineer, Charles Goodwin. | |

Steamer "Cowslip."

| | |
|---|---|
| Acting Volunteer Lieutenant, Charles G. Arthur. | Acting Master's Mate, Jacob Teal. |
| Acting Ensign, John Dennett. | Acting Third Assistant Engineer, J. R. Davidson. |
| Acting Second Assistant Engineer, Benjamin S. Cook. | Acting Master's Mates, Frederick A. Grass, Jr., and J. P. Canfield. |
| Acting Third Assistant Engineer, John Miller. | Acting Second Assistant Engineer, John Rogers. |
| Acting Master, William T. Bacon. | |

Steamer "Stockdale."

| | |
|---|---|
| Acting Volunteer Lieutenant, Thomas Edwards. | Acting Third Assistant Engineers, William Cromwell and Ambrose Kimball. |
| Acting Master, Spiro V. Bennis. | Acting Master's Mates, Frederick H. Johnson, Charles H. Cleveland, and Daniel Dennis. |
| Acting Assistant Paymaster, John W. Day. | |
| Acting Second Assistant Engineer, Alexander M. Geary. | |

Steamer "Buckthorn."

| | |
|---|---|
| Acting Volunteer Lieutenant Commanding, Washington Godfrey. | Acting Second Assistant Engineer, Robert A. Copeland. |
| Acting Master's Mates, Benjamin F. Robinson, Henry J. Wyned, and Henry A. Mayo. | Acting Third Assistant Engineers, Edward R. Hubbard and Alfred O. Tilden. |

Steamer "Genesee."

| | |
|--|---|
| Acting Master, George E. Nelson. | Second Assistant Engineers, F. D. Stewart and Thomas Fitzgerald. |
| Acting Assistant Paymaster, Charles H. Lockwood. | Acting Third Assistant Engineers, George W. Kiersted and Thomas Campbell. |
| Assistant Surgeon, Francis H. Atkins. | Acting Master's Mates, H. E. Giraud and A. H. Morgan. |
| Acting Ensign, William F. Bacon. | |
| Acting First Assistant Engineer, David Frazier. | |

Steamer "Glasgow."

| | |
|---|---|
| Acting Master, Richard J. Hoffner. | Robert S. Lytle. |
| Acting Ensign, Charles Welles. | Acting Third Assistant Engineer, John McAuffie. |
| Second Assistant Engineer, John F. Bingham. | Acting Master's Mates, John F. Baker and William Jones. |
| Acting Second Assistant Engineer, | |

Steamer "Estrella."

| | |
|--|---|
| Acting Master, G. P. Pomeroy. | Acting First Assistant Engineer, |
| Acting Ensign, W. W. Duley. | Robert G. Pope. |
| Acting Assistant Surgeon, W. H. Kinney. | Acting Third Assistant Engineers, |
| Acting Assistant Paymaster, Peter H. Tawa. | Geo. R. Marble and Jas. F. Winters. |
| | Acting Master's Mates, E. G. Caswell and F. A. Sherman. |

Steamer "Narcissus."

| | |
|--|---|
| Acting Ensign, William G. Jones. | cake. |
| Acting Third Assistant Engineers, John L. Young and William Pan- | Acting Master's Mates, Charles R. Marple and Edward A. Moore. |

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SEE ALSO LIST OF VESSELS AND OFFICERS AT BATTLES OF MOBILE AND NEW ORLEANS.

NOTE.—Much care has been taken to make a correct Index, but the *wonderful* orthography of reports and correspondence makes the task a very uncertain one. In another edition we will make corrections where errors are discovered or brought to our notice in time.

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