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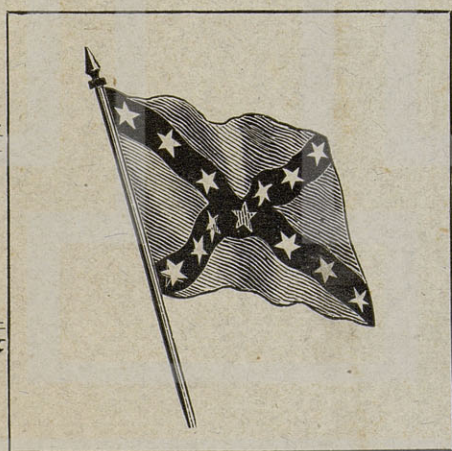
THE PEOPLE'S PICTORIAL EDITION

— OF THE —

CONFEDERATE SOLDIER

— IN THE —

CIVIL

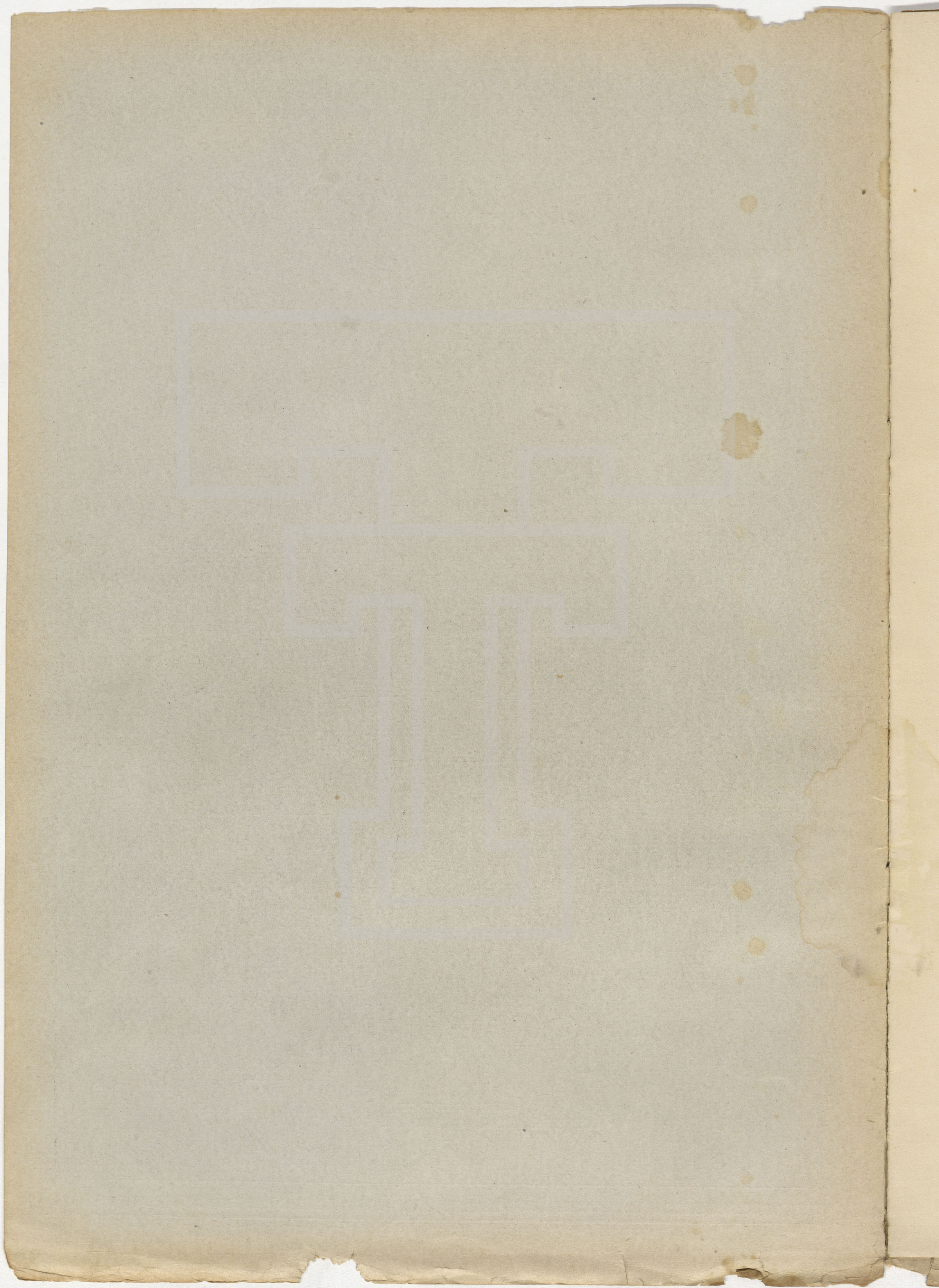


WAR

1861-1865.

LOUISVILLE, KENTUCKY:
COURIER-JOURNAL JOB PRINTING COMPANY,
1897.







From an original crayon lithograph published by Kurz & Allison, Chicago, Ill.

LIEUTENANT-GENERAL NATHAN BEDFORD FORREST.

BORN IN BEDFORD COUNTY, TENN., JULY 13, 1821.

DIED AT MEMPHIS, TENN., OCTOBER 29, 1877.

Colonel Frank Zacharie, Colonel I. W. Patton, commanding the artillery, and also Brigadier-General Bryan M. Thomas and Colonel D. E. Huger, of the Alabama Reserves.

The artillery, under the command of Patton, assisted by Marks, Slocumb, Barnes, Theard, Massenburg, Wells, Phillips, Chaleson, Leverich, Garrity, Hawkins and their associated officers, was handled with skill and courage, and rendered valuable services not only on land but against the fleet. Three vessels were believed to be sunk during the operations.

I desire to make my special acknowledgment to the major-general commanding District of the Gulf, and to his staff officers, particularly to Major D. W. Flowerree, assistant adjutant-general, and Colonels Lockett and Elmore, of the engineers. I may be pardoned for commending the intelligence and efficiency of my own staff officers: Captain C. S. Watson, inspector-general; Captain George Norton, adjutant-general; Lieutenants Cartwright Eustis and S. L. Ware, my aids-de-camp; Major W. V. Crouch, commissary; Major J. H. Henshaw, quartermaster; and Captain W. P. Richardson, ordnance officer, were energetic and untiring. The medical department, in charge of Surgeon J. S. Holt and J. F. Fryar, was conducted in a manner highly creditable to them and to their conferees.

The Rev. Father Turgis shared our dangers and hardships, and gave the consolations of religion whenever occasion offered along the trenches and in the hospital.

I must refer you to the reports of my subordinate officers for the details of their operations. The losses reported up to the evacuation were 73 killed, 350 wounded, and about 6 missing. I have not been able to get the exact number of casualties on the evening of the evacuation. I estimate our loss to have been about 20 killed and 45 wounded and 250 captured, making a total loss of 93 killed, 395 wounded, and 250 missing—out of a force of less than 2,000 men, contending for two weeks against two *corps d'armee* and a large fleet with over 75 cannon on land and nearly as many on water. We had no means of estimating the exact loss or strength of the enemy, but from every indication he largely exceeded 20,000 muskets, and his loss must have reached 2,500.

Among the killed were Colonel Burnett, chief of artillery of the District of the Gulf, who fell while examining the enemy's lines. His loss was greatly lamented by all of us, who knew and admired him as a skillful soldier and accomplished gentleman. Lieutenant A. G. Clark, of my staff, commandant of the post, was killed while charging at the head of the garrison guard to dislodge the enemy when he had turned the left flank. Louisiana has not lost during the war a truer man or a more thorough-going soldier.

The list might be prolonged; for, with the position, we left behind, filling soldier's graves, many of the bravest and best; and if any credit shall attach to the defense of Spanish Fort, it belongs to the heroes whose sleep shall no more be disturbed by the cannon's roar.

* * * * *

R. L. GIBSON,
Brigadier-General Commanding.

FAREWELL ADDRESS OF BRIGADIER-GENERAL R. L. GIBSON TO THE LOUISIANA BRIGADE.

HEADQUARTERS GIBSON'S BRIGADE,
NEAR MERIDIAN, MISS.,

May 8, 1865.

FELLOW SOLDIERS—For more than four years we have shared together the fortunes of war. Throughout all the scenes of this eventful revolution you have been fully tried, and now retire with the consciousness of having achieved a character for discipline, for valor and for unselfish patriotism, of which you may be justly proud.

There is nothing in your career to look back upon with regret. You have always been in front of the enemy; you have never feasted in soft places at the rear, nor fought your battles at comfortable firesides. Your banners are garlanded with the emblems of every soldierly virtue; more than twenty battle-fields have seen them unfurled, they were never lowered save over the bier of a comrade.

Forget not the good and true men who have fallen. No sculptured marble may perpetuate the memory of their services; but you will wear their names ever green in your hearts, and they will be enshrined forever in the affections of the Southern people, in whose cause they fell.

Comrades, henceforth other duties will devolve upon you. Adversities can only strengthen the ties that bind you to your country and increase the obligations you owe to her interests and her honor. As soldiers, you have been among the bravest and most steadfast; and, as citizens, be law-abiding, peaceable and industrious.

You have not surrendered, and will never surrender, your self-respect and love of country.

You separate not as friends, but brethren, whom common hopes, mutual trials, and equal disasters have made kinsmen.

Hereafter you shall recount to your children with conscious pride the story of these rugged days, and you will always greet a comrade of the old brigade with open arms.

Having commanded a company and regiment in the brigade, I have known many of you from the very beginning of the struggle; have been with you through all its varied fortunes, and offer to each one of you a grateful and affectionate farewell.

May God bless you.
R. L. GIBSON,
Brigadier-General Commanding.

GENERAL FORREST'S OPERATIONS,

DECEMBER, 1863.

BY

LIEUT-GEN. N. B. FORREST.

HEADQUARTERS, DEPARTMENT OF WEST
TENNESSEE.

HOLLY SPRINGS, December 29, 1863.

I ARRIVED with the greater portion of my troops in this vicinity this morning, regretting very much that I had to leave West Tennessee so early. The concentration of a heavy force compelled me to move on the 24th from Jackson.

The Corinth force of the enemy reached Jacks Creek, within twenty-five miles of Jackson, on the 23d. I sent out a force to meet and develop their strength and retard their progress. They were found to consist of three regiments of cavalry, a brigade of infantry and four pieces of artillery.

We drove the cavalry back to the infantry, and then retired. I moved my force to Estnaula, on the Hatchie, crossing it by the night of the 25th. Met a cavalry regiment and routed them. Fought the enemy again on the 26th at Somerville, killing and wounding eight or ten and capturing about thirty-five prisoners.

I then moved a part of my force, under Colonel Faulkner, to Raleigh, and with the balance moved square to the left to Lafayette Bridge, on Wolfe River. On the morning of the 27th my advance reached the bridge and attacked the bridge-guard; drove them back and put to flight the force at Lafayette Station, killing several and capturing four or five prisoners. Cavalry advanced on me from Collierville, which we met and drove back. The enemy also sent re-enforcements by train from Moscow, which we held in check until all my wagon-train was safely across the river and on the road in the rear of my advance on Collierville.

We closed the fight at Collierville about 8 o'clock at night, driving the enemy into their fortifications. Not being able to hear anything of General Chalmers, and my men being worn out, I felt it to be prudent to retire, which I did, and my command is camped about seven miles west of this place. Another difficulty in the matter was that all my men armed with Austrian rifles were out of ammunition, having had the misfortune to lose my Austrian ammunition by the upsetting of a wagon at Forked Deer River.

I have brought out about twenty-five hundred men. Colonel Faulkner, who is to cross at Raleigh, has with him about eight hundred men. I hope to hear that they have gotten out safely by to-morrow. If I could have stayed there ten days longer, I could have almost doubled that number. I brought out my wagon-train and artillery safely, although I have never experienced such weather and roads. My stock, however, is much jaded and requires rest.

I have a lot of prisoners, and General Tuttle has signified his willingness to exchange man for man. Would I be justified in doing so?

I think of moving my headquarters to Oxford, and will encamp my command in Panola, in order to organize it and arm and equip it. The locality is a good one for forage, unless my command can be supplied with forage from the railroad. If so, I would prefer to be south of the Tallahatchie to organize.

N. B. FORREST,
Major-General Commanding.

AN amusing thing occurred in the Twelfth Tennessee. On one occasion a soldier, in passing to the lower part of the encampment, saw two others from his company making a rude coffin. He inquired who it was for. "Johnny Bunce," said the others. "Why," replied he, "John is not dead yet. It is too bad to make a man's coffin when you don't know if he's going to die or not." "Don't trouble yourself," replied the others. "Dr. Coe told us to make his coffin, and I guess he knows what he gave him."

FORREST'S OPERATIONS AGAINST SMITH AND GRIERSON.

BY

LIEUTENANT-GENERAL N. B. FORREST.

HEADQUARTERS, STARKVILLE, MISS.,

February 26, 1864.

WE met the enemy's forces under Generals Smith and Grierson on Sunday morning last at Ellis Bridge, or Succartouchee Creek, three miles south of West Point, in front of which Colonel Forrest's brigade was posted to prevent the enemy from crossing. After a brisk engagement of an hour and a half the enemy retired toward West Point. It was not my intention to attack them, or bring on a general engagement, but to develop their strength, position and movements.

I moved forward with my escort and a portion of Faulkner's Kentucky regiment and found the enemy had begun a systematic retreat, and, being unwilling they should leave the country without a fight, ordered the advance of my column.

Will forward a detailed official report as soon as reports from brigade commanders are received. It is sufficient for me to say here that with twenty-five hundred men the enemy, numbering from six to seven thousand strong, were driven from West Point to within ten miles of Pontotoc in two days; all his efforts to check our advance failed, and his forces at last flying utterly defeated and demoralized, leaving six pieces of artillery, one hundred killed, and one hundred prisoners, and wounded estimated at three hundred or over. The seriously wounded, about fifty in number, fell into our hands. They took in their retreat every carriage, buggy, cart and wagon along the road to move their killed and wounded officers, and all their slightly wounded—according to report of citizens—were moved in front with their pack train.

Our loss is about twenty-five killed, seventy-five wounded, and probably eight or ten captured. Among the killed are my brother, Colonel Jeff E. Forrest, commanding brigade; Lieutenant-Colonel Barksdale, commanding George's regiment, and several other officers, whose names are not now remembered.

It affords me pleasure to mention the fortitude and gallantry displayed by the troops engaged, especially the new troops from West Tennessee, who, considering their want of drill, discipline and experience, behaved handsomely, and the moral effect of their victory over the best cavalry in the Federal service will tell in their future operations against the enemy—inspiring them with courage and confidence in their ability to whip them again. Considering the disparity in numbers, discipline and drill, I consider it one of the most complete victories that has occurred since the war began.

After the enemy succeeded in reaching the hills between Okolona and Pontotoc, the resistance of the enemy was obstinate, compelling me frequently to dismount my advance to drive them from favorable positions defended by the broken condition of the country. About three hundred men of the Second Tennessee Cavalry, under Colonel Barreau, and the Seventh Tennessee Cavalry, Colonel Duckworth, received the repeated charges of seven regiments of the enemy in open ground; drove them back time after time, finally driving them from the field, capturing three stand of colors, and another piece of their artillery. A great deal of the fighting was almost hand to hand, and the only way I can account for our small loss, is the fact that we kept so close to them that the enemy overshot our men. Owing to the broken down and exhausted condition of men and horses, and being almost out of ammunition, I was compelled to stop pursuit.

Major-General Gholson arrived during Monday night, and his command, being comparatively fresh, continued the pursuit, and when last heard from was still driving the enemy, capturing horses and prisoners. The enemy had crossed the Tallahatchie River on the night of the 23d, burning the bridge behind them at New Albany, and retreating rapidly toward Memphis, with Gholson still in pursuit.

N. B. FORREST,
Major-General.

ASKING FOR PARDON.—Many amusing incidents might be reported of pardon-seekers at the White House. Mr. Hilliard, of Georgia, former Minister to Belgium, rushed up to President Lincoln, seized his hand, and hoped his pardon would not be delayed. The President quietly remarked to the ex-reverend gentleman that "hope was the reward of the righteous," and vouchsafed no other reply. On another occasion a Confederate of some notoriety raised quite a laugh by saying: "I thank you, Mr. President, for my pardon; I am now a good Union man—I am emphatically one of you; but didn't Stonewall Jackson give us h—l in the Valley?"

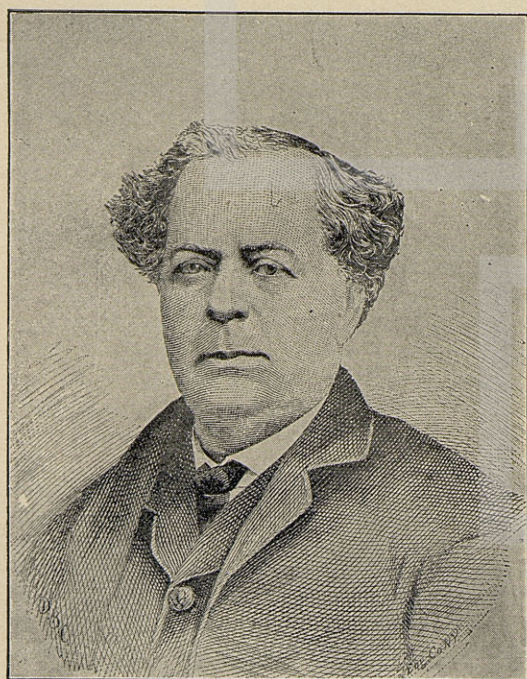
COMPREHENSIVE HISTORY OF CONFEDERATE STATES NAVY

FROM ITS

FIRST ORGANIZATION TO THE END OF THE WAR.

[NOTE.—This sketch is intended only as a summary of the operations of the Confederate States Navy. Details and descriptions of some of the operations of Fleets, Squadrons and particular vessels engaged will follow, described by the commanding officers.]

THE annals of warfare furnish no more brilliant or determined contest than that waged by the Confederate States Navy against the great and powerfully equipped Navy of the United States. The opening of the war found the South unprepared for the struggle, as it was not believed that the Federal Government would resort to coercion in order to retain the seceding States in the Union. Had the true situation been comprehended the Southern States would have been better prepared for the



HON. STEPHEN RUSSELL MALLORY,
Secretary of the Navy.

mighty struggle which ensued. The beginning of hostilities found the South without a single war ship, piece of ordnance, shipyard, machine shop or rolling mill with capacity for turning out armor plate or naval machinery, or any of the various kinds of manufactories necessary for the preparation of war material. The timber needed for the building of naval ships still stood in the forests, and the iron for armor plates rested in the bosom of the Alleghanies. On the other hand the North was strong and rich in all these essentials which the South needed for the creation and maintenance of armies and navies. Being extensively engaged in manufacturing of all kinds, that section was well prepared for the struggle by reason of the possession of extensive foundries and machinery plants that were readily convertible to the work of supplying army and navy equipments. The South was strictly an agricultural section, selling her products to the world and taking in exchange for them manufactured articles. She was illy prepared for the unexpected and extraordinary demands made upon her, but with a vigor and patriotism that halted at no discouragement she set about her great task.

In addition to these discouragements, there was only a very moderate supply of specie in the South, which was soon expended in the purchase of war material. After this was exhausted the only remaining reliance was the exchange of cotton for war material in European ports, and the issue of an unredeemable currency, supported by the faith and confidence of the people.

And out of this poverty of resources was evolved that splendidly commanded and efficient navy which astonished the world by its active movements and effective services, against a powerfully equipped opponent with unlimited resources.

The great navy of the United States, augmented by numerous vessels and thousands of sailors who had been educated in the whaling service and merchant marine,

enabled the Federal Government to promptly close the ports of the South and cut off their commerce, except such as might elude the vigilance of the enemy's blockading vessels in entering or leaving port. The North possessed an ample plant with which to meet the emergency. With numerous foundries, rolling-mills and manufactories, there was no delay in the production of such supplies and armaments as were needed by her army and navy. She also possessed vast resources in money and men, with the world to draw from in case of necessity. The South made a brave and determined effort to place herself in a position for effective defense. Every available shop and mill was equipped as rapidly as possible, and what could not be produced at home was drawn from abroad by the aid of swift-sailing blockade-runners. Much of these supplies from abroad was captured in transmission, but what escaped, when added to the home products, enabled the South to carry on the gallant struggle with credit to herself, her army and her navy.

The Southern officers who resigned from the United States Navy because they believed that allegiance was due primarily to their States, carried no ships with them to the Confederacy. These had to be provided. But the people were equal to the demands made upon their patriotism and energy, and how well they executed their vast undertaking history reveals in the brilliant achievements of the Virginia (Merrimac), Sumter, Florida, Albemarle, Shenandoah and other gallant ships that sailed under the Stars and Bars.

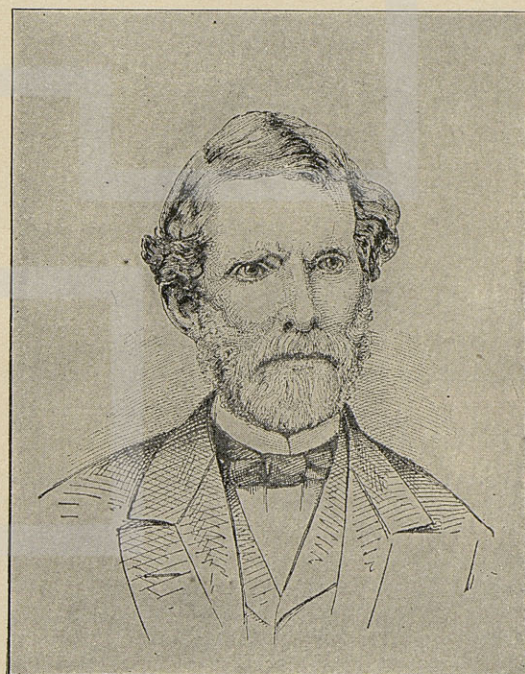
South Carolina seceded on December 20, 1860, being rapidly followed by the other Southern States. Then followed the evacuation of Fort Moultrie by Major Anderson, and the transfer of his command to Fort Sumter, on December 25th. On January 1st, Governor Pickens forbade the removal of lighthouse vessels, and three tenders in Charleston harbor were seized by the State authorities. The United States cutter Wm. Aiken was lying in the harbor. She was a first-class boat of ninety tons, and armed with a 42-pounder pivot gun. She was also seized, and, together with the steam cutter Gray, purchased by the State, constituted the first ships of what was afterward known as the Confederate States Navy.

As the various States seceded, other vessels were seized. These were the McClellan, five guns; Lewis Cass, Washington, Dodge, James Gray, Bonita, Nina, Everglade, one gun each; Fulton, United States war steamer, three guns. Total number of vessels, ten; number of guns,



CAPTAIN JAMES D. BULLOCK,
Confederate States Navy Agent in England.

fifteen. The heaviest of these guns was a 68-pounder, carried by the Lewis Cass. Three others were 42-pounders, and the balance of smaller caliber. These vessels, seized by the respective States in whose waters they were found, remained in possession of the same until the adoption of a constitution for the Confederate States at Montgomery, on March 11, 1861, which empowered Congress "to provide and maintain a navy," and constituted the President "commander-in-chief of the army and navy." Congress



COMMANDER JOHN K. MITCHELL,
Confederate States Navy.

also passed a resolution authorizing the committee on naval affairs to "procure the attendance at Montgomery, of all such persons versed in naval affairs as they may deem advisable to consult with." The chairman telegraphed a number of United States naval officers who were known to be in sympathy with the South, requesting their attendance at Montgomery. Among this number was Commander Raphael Semmes, then on duty at Washington, on the Lighthouse Board, who promptly tendered his resignation, arriving at Montgomery on the 18th, where he found a number of other officers. Among these were Captains Rousseau, Tatnall, Hollins, Ingraham and Randolph, and Commanders Brent, Farrand and Hartstene. Then followed a joint session of the military and naval committees, and on the 20th Congress passed an act to "provide munitions of war" by purchase and manufacture.

On the 21st of February Jefferson Davis, who had been inaugurated president on the 18th, dispatched Caleb Huse to Europe to purchase arms and munitions, and Commander Semmes to the North for the same purpose. On the same day Congress passed an "act to establish the navy department." President Davis at once tendered the position of Secretary to Hon. Stephen Russell Mallory, of Florida, who accepted it and proceeded vigorously to the work of organizing a navy department. The Secretary assigned Captain Franklin Buchanan to the Bureau of Orders and Detail; Commander Geo. Minor, to that of Ordnance and Hydrography; Jas. A. Semple, paymaster, to that of Provisions and Clothing, and W. A. W. Spotswood, surgeon, to that of Medicine and Surgery. Commander Semmes, after his return from the North, was made a member of the Lighthouse Board, and Edward M. Tidball was selected as chief clerk of the navy department.

With his department thus organized, Mr. Mallory found himself in possession of a few small cutters and one three-gun ship, all carrying an armament of but fifteen guns. During his visit to the North, Commander Semmes succeeded in purchasing a large quantity of war supplies of

various kinds, some light batteries and a plant for rifling cannon. He failed, however, as directed, to secure two steamers of strength and light draft. Commander Semmes returned to Montgomery on April 4, 1861, and the herculean task of adding better ships to the navy was pushed with great energy. From February, 1861, to August, 1862, the sum of \$14,605,777 was spent in the building and equipment of a navy. By June 3, 1861, about one-fifth of the officers in the United States Navy had resigned and tendered their services to the Confederate Government. Of the Southern-born officers in the old navy, 321 left it and 350 remained. But there were few ships to command and many officers, a number of whom were assigned to shore batteries, to procuring ordnance supplies and devising means of defense.

Numerous contracts were made for the construction of gunboats and cruisers, both in Atlantic ship-yards and on the lower Mississippi.

The State of South Carolina, previous to the formation of the Confederate Government, had assigned Captain Hartstene, former commander of the United States gunboat Pawnee, to the command of the naval forces in Charleston Harbor, and on January 8th the first gun of the war was fired at the Star of the West, during her attempt to re-enforce Fort Sumter. After the formation of the Confederate Government, General Beauregard assumed command of the defenses of Charleston.

The plan of iron-plating war vessels was early discussed and decided upon, and efforts were made to secure such armor. A naval school was established at Richmond, with Lieutenant William H. Parker as superintendent. In 1861, the United States Navy consisted of ninety vessels, sixty-nine of which were serviceable. Secretary Wells purchased, altered and put in commission one hundred and thirty-six more, mounting five hundred and eighteen guns, and fifty-two more were ordered to be

ironclad ships, but being unsuccessful, returned home and commenced their construction in Southern waters.

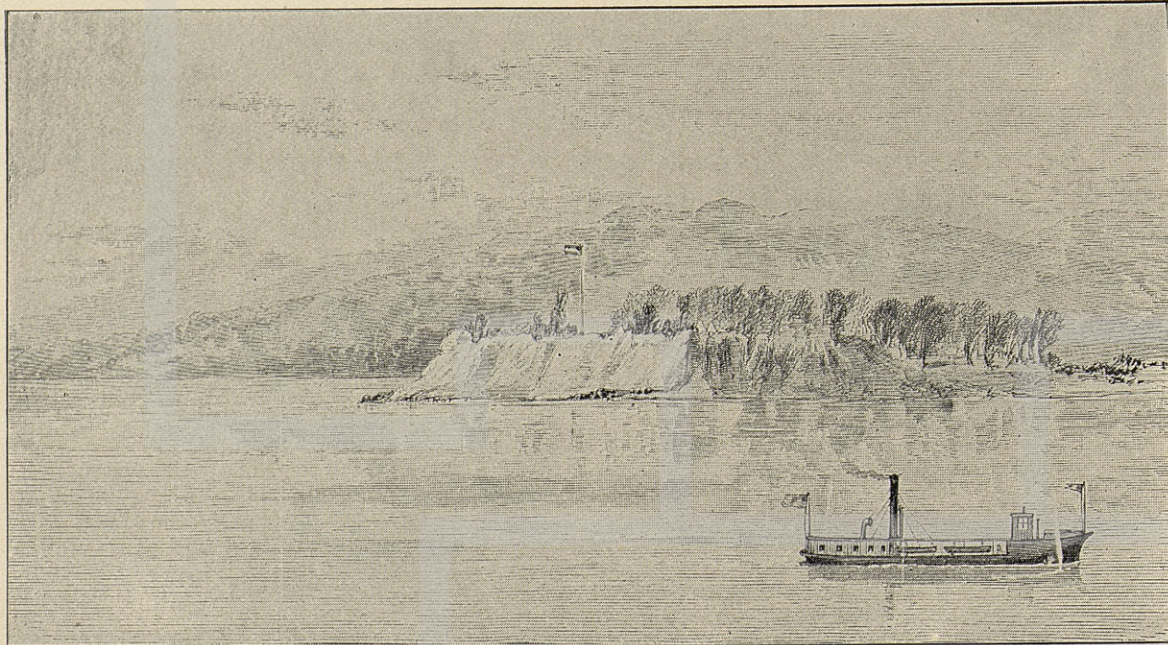
Mr. Mallory, Secretary of the Navy, used the utmost exertion to secure all the ironclad vessels possible for the Confederate States Navy. The work of constructing these and other war ships went on as rapidly as possible in a country poorly supplied with material and ship-building facilities. As fast as sea-going cruisers were finished, or secured by purchase abroad, they were armed and sent upon the high seas to prey on the enemy's commerce. Of these the Sumter and McRea were converted at New Orleans, but the latter was delayed in her departure and remained to become a part of Flag-Officer Hollins' Mississippi River fleet.

In April, 1861, the United States Government converted three staunch river boats into the gunboats Conestoga, Tyler and Lexington. Shortly after, eight ironclad gunboats were built. In September Admiral A. H. Foote took command of this formidable fleet which carried 157 large guns, and was put afloat in less than four months.

Commander Rousseau and Captains Hollins and Ingraham were greatly hampered by the want of skilled workmen. At New Orleans and Memphis work proceeded with all possible vigor. At the latter place the construction of the Tennessee and Arkansas was begun. It was not long until the Confederates had converted, and put in commission the McRea (flagship), General Polk, Ivy, Manassas, Jackson, floating battery, Pontchartrain, Livingston, Maurepas and Calhoun.

When the year 1862 opened the Federal fleet had been increased by the ironclad gunboats Essex and St. Louis, of ten guns each. Nine of this fleet of twelve vessels were ironclad. Against these were opposed five Confederate vessels, the McRea, Polk, Livingston, Maurepas and Ivy, all converted river craft. Being relieved of command at New Orleans by Commander W. C. Whittle, Flag-Officer Hollins ascended the Mississippi with this little fleet, in February, 1862, and, carrying but twenty guns, prepared to oppose the Federal flotilla.

The fall of Forts Henry and Donelson compelled the evacuation of Columbus, and the formation of a new line resting on Island No. 10. This position was defended by seventy guns in battery on the island and river banks. On the night of April 4th, Commander Walke, of the United States gunboat Carondelet, ran the blockade, being followed two nights after, by Commander Thompson, with the Pittsburg. This movement compelled the evacuation of the island and opened the river to the enemy down to Fort Pillow. Captain Whittle, in command at New Orleans, dispatched Flag-Officer Hollins, that the enemy's fleet under Farragut had appeared in great force off the mouth of the Mississippi, and requested that he come to the assistance of that city and its defenses. Captain Hollins wired Secretary Mallory for permission to take his fleet down, at the same time going down himself in the Ivy. Mr. Mallory refused the request, so far as the withdrawal of the Confederate vessels from Fort Pillow was concerned, and directed that the senior officer, Commander Pinkney, should use all the means in his power to retard the descent of the river by the enemy's fleet. He also directed that the Louisiana, then nearing completion, join the squadron as soon as possible. By Commander Pinkney's order, the McRea followed Captain Hollins to New Orleans, and when Fort Pillow was evacuated, the Maurepas and Pontchartrain ran up White River, and the Polk



CONFEDERATE BATTERY AT COCKPIT POINT, POTOMAC RIVER.
[From a sketch by A. Lumley, 1862.]

On March 15th Congress authorized the construction or purchase of ten steam gunboats for coast defense. The States turned over to the Confederate Government the vessels, forts, arsenals, navy-yards and dock-yards seized or captured by them, and other property formerly belonging to the United States. The work of organizing the naval stations, in order to make them effective, was pushed with great vigor. To New Orleans, Commanders Rousseau and Farrand and Lieutenant Robert Chapman were dispatched to purchase or contract for the construction of cruisers and gunboats, and under this commission was constructed and sent to sea on April 18, 1861, the Sumter, the first Confederate cruiser.

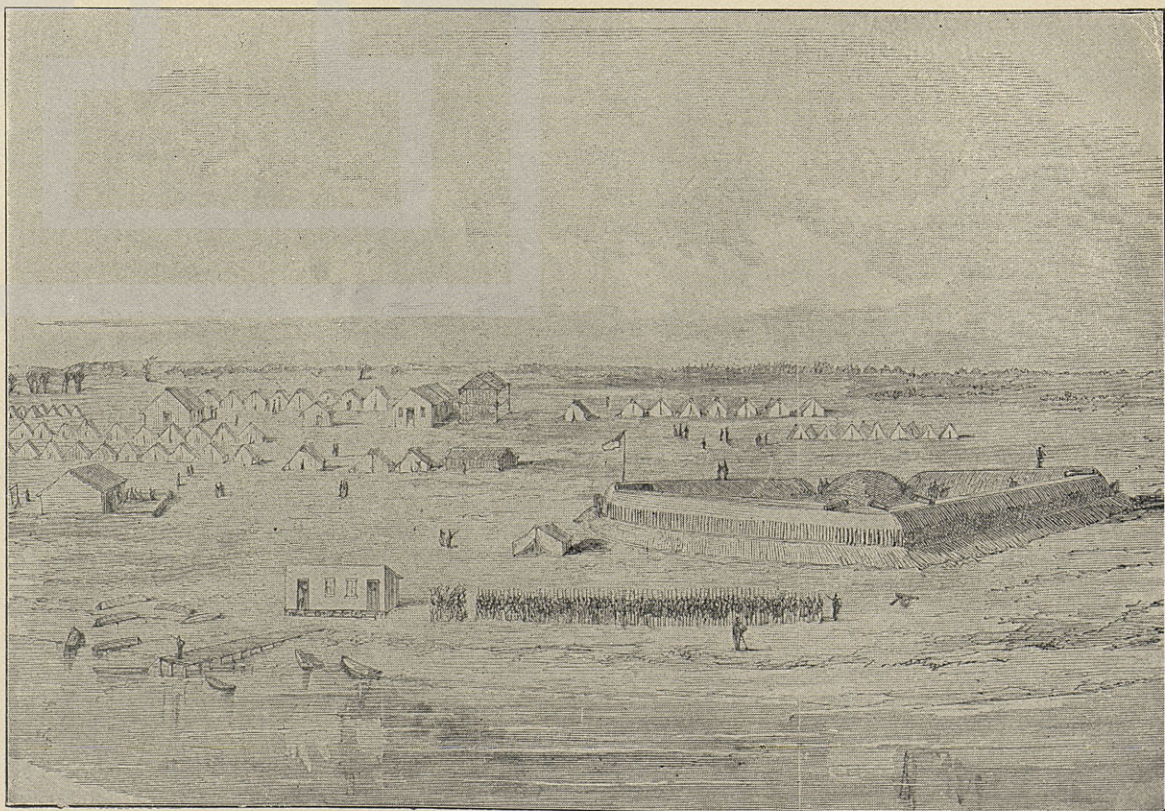
On July 31st Commander Rousseau was relieved by Captain George N. Hollins. Captain D. N. Ingraham was assigned to the duty of procuring armor-plates for delivery at New Orleans. He found great difficulty in carrying out his instructions, owing to the fact that there were no mills of sufficient capacity to roll heavy armor-plates. Such mills had to be built. In the following November Captain Ingraham was transferred to duty in Charleston Harbor, under orders of Flag-Officer Tatnall. Captain Victor M. Randolph was ordered to the command of the navy-yard at Pensacola. Commander Tatnall, upon his resignation from the United States Navy, was, by the Confederate Government, made a captain and assigned to the command of the naval defenses in Georgia and South Carolina waters, with directions to improvise a squadron of light steamers. Commodore French Forrest, after his resignation from the United States Navy, was assigned by the State of Virginia to duty as flag-officer at Norfolk navy-yard, after its evacuation by the United States forces.

In spite of the discouragements surrounding its efforts, the Navy Department had afloat in November, 1861, the Sumter, Dixie, Jeff. Davis, Gordon, Virginia (Merrimac), Petrel, Everglade, Savannah (captured), Webb, McClelland, McRea, Yorktown, Patrick Henry, Resolute, Sallie Bonita, James Gray, Calhoun, Ivy, Dodge, Lady Davis, Lewis Cass, Washington, Nina, Jackson, Tuscarora, Pickens, Bradford, Nelms, Coffee, Nashville, Manassas, George Page, Judith (destroyed), and several other ships, all sea-going vessels.

By an amendatory act, passed on April 21, 1862, the official personnel of the navy was made to consist of four admirals, ten captains, thirty-one commanders, one hundred first lieutenants, twenty-five second lieutenants, twenty masters, twelve paymasters, forty assistant paymasters, twenty-two surgeons, fifteen past-assistant surgeons, thirty assistant surgeons, one engineer-in-chief and twelve engineers.

built, carrying two hundred and fifty-six guns. By December, 1861, the Federal Navy numbered 264 vessels, carrying 2,557 guns, and manned by 22,000 seamen. In addition, there was constructed for service on the Western rivers a large fleet of rams, tinclads, ironclads and mortar boats. From 1861 to 1865 there were built 126 wooden vessels, carrying 1,307 guns, and 74 ironclads, carrying 213 guns, a total of 200 vessels and 1,520 guns. Against this vast fleet was pitted the Confederate States Navy, consisting of a few vessels commanded by a band of gallant and accomplished officers who had seen service in the old navy.

In May, 1861, Mr. Mallory recommended the construction of an iron-armored ship, and a law to that effect was passed. Accordingly the sunken United States frigate Merrimac was raised, plated with three-inch iron, armed with heavy guns, christened the Virginia and dispatched against the United States fleet in Hampton Roads. Lieutenant James H. North was sent to Europe to purchase



FORT DRAYTON. A CONFEDERATE FORTIFICATION ON OTTER ISLAND, S. C.

and Livingston up the Yazoo, where they were burned. The defense of the river now devolved upon the Montgomery flotilla, composed of fourteen river craft, officered by river captains, and manned by river men. A million and a half dollars were appropriated for this nondescript fleet, which had for its primary object the destruction of the Federal fleet at Cairo, but the evacuation of Columbus rendered that object futile. On May 10, 1862, a spirited engagement took place just above Fort Pillow between the Federal fleet, under Flag-Officer Davis, and that of Captain Montgomery, in which the Federal gunboats Cincinnati and Mound City were rammed and sunk. On June 6th a second engagement between these fleets took place at Memphis. This struggle was a desperate one, ending with the destruction of the Confederate fleet and the

and a feeling of gloom into the hearts of the brave people of the South. The Federal fleet was now devoted to attacks upon Confederate works on the Tallahatchie and Yazoo, at Haines Bluff, and other points. When the Federal gunboats, under Commander Walke, approached Yazoo City on May 21st, Commander Isaac N. Brown, Confederate States Navy, burned the Mobile and Republic and another large ship in course of construction. In July Commander Brown planted a torpedo in the Yazoo which sunk the gunboat Baron De Kalb. In an expedition up Red River the Queen of the West was disabled by the fire of Fort Taylor, and captured. She was repaired and put into the Confederate service, under command of Captain James McClosky, and added to a squadron under Major J. L. Brent, consisting of the gunboats Webb, Dr. Beaty

dition for the purpose of attempting the capture of the rest of those inland seas and arresting the building of Confederate ironclads. Rear-Admiral Goldsborough commanded the Federal fleet, and General A. E. Burnside the army co-operating with him. The fleet consisted of seventeen vessels, and the army numbered seventeen thousand. This combined force arrived off Hatteras on January 12, 1862, and on February 8th appeared before Roanoke Island. General Henry A. Wise commanded the Confederate forces. Commodore Lynch's little squadron was composed of nine vessels. Two of these were side-wheel vessels, and the other seven tugboats built for canals, with the exception of the Black Warrior, a schooner. The forts and the squadron made a gallant resistance, the enemy retiring at dark. The Federals having succeeded



CONFEDERATE FORTIFICATIONS ON CRANEY ISLAND, DEFENDING THE APPROACH TO NORFOLK, VA.

opening of the river to the enemy down to Vicksburg. The Federal Government now bent all its energies to the purpose of opening the Lower Mississippi. On April 16th Admiral Farragut crossed the bar and appeared below Forts Jackson and St. Phillip, with a combined fleet of 46 war ships, carrying 348 guns and 21 mortars. On the morning of the 18th he opened the bombardment. In order to hold what Farragut might secure, an army of 15,000 men followed, under command of General B. F. Butler. The forts, commanded by General Johnson K. Duncan, mounted 75 and 53 guns respectively. They were manned by 700 men. The Confederate naval squadron co-operating consisted of the Louisiana, 16 guns; ram Manassas, 1 32-pounder; McRea, 7 guns; Jackson, 2 guns; two launches, Nos. 3 and 6, one howitzer, the whole commanded by Commodore John K. Mitchell. Assisting the

and Grand Era. These gunboats, going in pursuit of the Federal gunboat Indianola, overhauled her at New Carthage, and, after a spirited engagement, captured her. The Indianola was afterward blown up to prevent her capture by the Federals. The Queen of the West, now a Confederate vessel, commanded by Captain Fuller, encountered a Federal squadron at Grand Lake, and in the engagement which followed she was destroyed. Numerous other desperate encounters between the Federal gunboats and the few remaining vessels of the Confederates took place, with varying success, until the triumph of the enemy in the capture of Vicksburg and Baton Rouge. In all of these the Confederate Navy and soldiers conducted themselves with conspicuous gallantry.

The sounds along the coast of North Carolina early became the theater of active naval operations. On August

in landing a force of about fifteen thousand men, infantry and artillery, outflanked the small Confederate force of less than a thousand men, and forced the evacuation of Forts Bartow and Blanchard. This result compelled Commodore Lynch to withdraw his squadron to Elizabeth City. The Federal fleet followed and, steaming up Pasquotank River to Fort Cobb, another engagement was fought, resulting in the destruction of Commodore Lynch's squadron. This victory gave the enemy complete control of the sounds and rivers and command of the seaboard from Oregon Inlet to Cape Henry. Newberne surrendered after the fall of Fort Hatteras.

The Federal fleet then captured Edenton and destroyed a vessel in course of construction. A long period of inactivity on the part of the enemy again ensued, which was at last broken by the expedition of Commander John



CONFEDERATE FORTIFICATIONS AT SEWALLS POINT, DEFENDING THE APPROACH TO NORFOLK, VA.

fleet also, were two State gunboats, the Governor Moore, two 32-pounder rifled guns, and the General Quitman. These were supplemented by what was left of the river defense fleet, mounting from one to two guns each, and commanded by Captain John A. Stephenson.

On the morning of the 24th the enemy advanced up the river, a division of eight gunboats leading. The second division of the Federal fleet, under Admiral Farragut, followed and also passed the forts. The battle waged fiercely on both side, but the more powerful foe triumphed in the end. The Confederate ships were defeated after a brilliant and heroic struggle. Farragut sailed on up the river and captured New Orleans. General Duncan surrendered the forts and the enemy thus had the Mississippi cleared from its mouth to New Orleans. The victory of Farragut's fleet sent a thrill of joy throughout the North,

29, 1861, Forts Clark and Hatteras, at Hatteras Inlet, commanded by Flag-Officer Samuel Barron, Confederate States Navy, were attacked by a Federal fleet under Commodore Stringham, supported by a land force under General B. F. Butler, and after an ineffectual resistance of three days duration they surrendered. This gave the enemy's fleet entrance to the sounds and rivers of North Carolina. Captain Wm. F. Lynch succeeded Flag-Officer Barron in command of the naval defenses. On October 1st this enterprising officer, with his little squadron, captured the Federal gunboat Fanny, loaded with a valuable supply of arms and ammunition.

It was some months after the fall of the forts at Hatteras Inlet before the Federal fleets again attempted hostile operations in the North Carolina sounds. But in January, 1862, the Federal Government fitted out an expe-

Taylor Wood, with a small force of picked men, in January, 1864. In this brilliant affair the Federal gunboat Underwriter was boarded, captured and burned. Another exceedingly brilliant affair was that of April 19, 1864, in which the ironclad Albemarle, Commander J. W. Cooke, sunk the Federal gunboat Southfield. Soon afterward the Albemarle again engaged the enemy, defeating six vessels. The Albemarle was destroyed in the following November by a Federal torpedo boat.

In this year took place the combined attack of the enemy's fleet and army upon Fort Fisher. The Federal fleet was composed of one hundred and fifty vessels and was commanded by Rear-Admiral David D. Porter. The attack was made late in December, and after a bombardment the enemy retired. He returned in a couple of weeks, the troops on the transports being commanded by General



CONFEDERATE FORTIFICATIONS ON TANNERS CREEK, DEFENDING THE APPROACH TO NORFOLK, VA.

Terry, instead of by General Butler, as in the first attack. After a gallant resistance, in which the guns of Fort Fisher were worked effectually by officers and sailors of the Confederate States Navy, the fort fell, and Wilmington was soon afterward evacuated.

After the capture of New Orleans the Confederate Government rightly concluded that Mobile would be the next point of attack on the Gulf, and Admiral Buchanan was assigned to command of naval defenses. This enterprising officer had ready for service by June, 1863, the ironclad ram *Baltic*, the gunboats *Morgan*, *Gaines* and *Selma*, and the tender, *Crescent*. But the year ended without incident in Mobile Bay. On February 23, 1864, the long-looked-for attack of Farragut, with a powerful fleet, began. The entrance to the bay was commanded by Forts *Morgan*, *Gaines* and *Powell*, the first mounting 30 guns, the second 27, the third 6. The water battalions, in addition, had an armament of 29 guns, and the channel was obstructed by a row of piles and numerous torpedoes. Farragut sent a squadron of mortar boats and light draft vessels up the sound from the Mississippi, attacking first Fort *Powell*, at Grant's Pass. The bombardment continued for three days and nights, doing little damage. Meanwhile Admiral Buchanan's little fleet remained out of the contest.

General Dabney H. Maury commanded the military defenses of Mobile. He and Admiral Buchanan bent all their energies and resources to the task of resisting the enemy. Unfortunately for them, the *Nashville* and several other powerful vessels were lying unfinished at Mobile and *Selma*, and Admiral Buchanan felt sorely the necessity of their aid in the pending action.

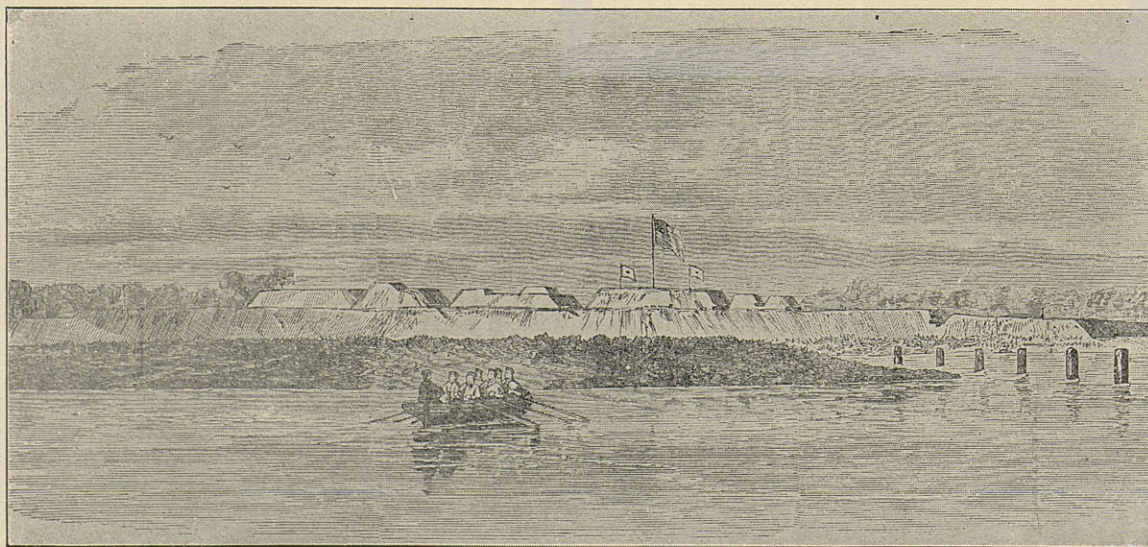
Another season of delay ensued by reason of the non-arrival of co-operating troops and ironclads expected by Farragut. A Federal force of two thousand men, under General Gordon Granger, landed on August 3d, on Dauphin Island, under cover of a squadron of gunboats, and invested Fort *Gaines*.

Farragut, having completed all his preparations, on the morning of August 5th advanced to the attack. Admiral Buchanan prepared to receive the enemy with his little fleet, and the action soon became general. Farragut, on the *Hartford*, pushed through the torpedo line, followed by his other ships. Within an hour Fort *Morgan* was passed and the fleets were engaged at closer quarters. But the odds were too great, and all of the Confederate ships but the *Tennessee* were forced up the bay. A terrific contest then ensued between the *Tennessee* and Farragut's monitors, in which the gallant Confederate ship sustained the combined assaults of the enemy's numerous wooden ships and monitors, being frequently rammed. Admiral Buchanan was wounded and carried below, and, further resistance being madness, Commander Johnston surrendered his ship.

The enemy next turned his attention to Fort *Powell*, and, after pounding it for some time with his heavy guns, its commander, Lieutenant-Colonel J. M. Williams, withdrew his forces during the night. The guns were spiked and the magazine blown up.

The next day Farragut opened on Fort *Gaines*, which, on the morning of the 7th, was surrendered by Colonel Anderson. All efforts were now directed by the enemy to the capture of the remaining stronghold, Fort *Morgan*. General Granger invested it on the land side, with ten thousand troops and numerous heavy guns.

On the 8th its commander, General Paige, refused a demand for surrender. After elaborate preparation the enemy commenced a fierce bombardment on the 22d of August, and during the day three thousand shells were thrown into the fort. After a tremendous contest, in which the Confederate garrison greatly distinguished themselves, General Paige surrendered on the morning of the 23d, his fort being almost battered down and many of his guns dismounted. And thus ended one of the fiercest and most stubbornly fought naval battles of modern times.



VIEW OF FORT MCALLISTER ON THE OGEECHEE RIVER, GEORGIA.

The last Confederate stronghold in the Gulf was now in the hands of the enemy. The remaining defenses of Mobile Bay, Spanish Fort, Fort Blakely, and batteries Tracy, Huger, McIntosh, *Gladiator* and *Alexis* and the Tower battery yet remained to dispute the enemy's advance upon the city.

The military defense of Mobile was transferred to Major-General Frank Gardner, and the naval command to Commodore Ebenezer Farrand. The ships left were the *Baltic*, *Nashville*, *Morgan*, *Tuscaloosa* and *Huntsville*. With the exception of a reconnaissance made by several of Farragut's light vessels and monitors at the mouth of Mobile River, on August 15th, and an expedition up Fish River about the middle of September, operations around Mobile were suspended until the following spring. Charleston and Fort Fisher had fallen, and large numbers of Federal troops were available for the final assault on Mobile. General R. S. Canby was given an army of fifty thousand men for operation on land, and Rear-Admiral Henry K. Thatcher succeeded Farragut in com-

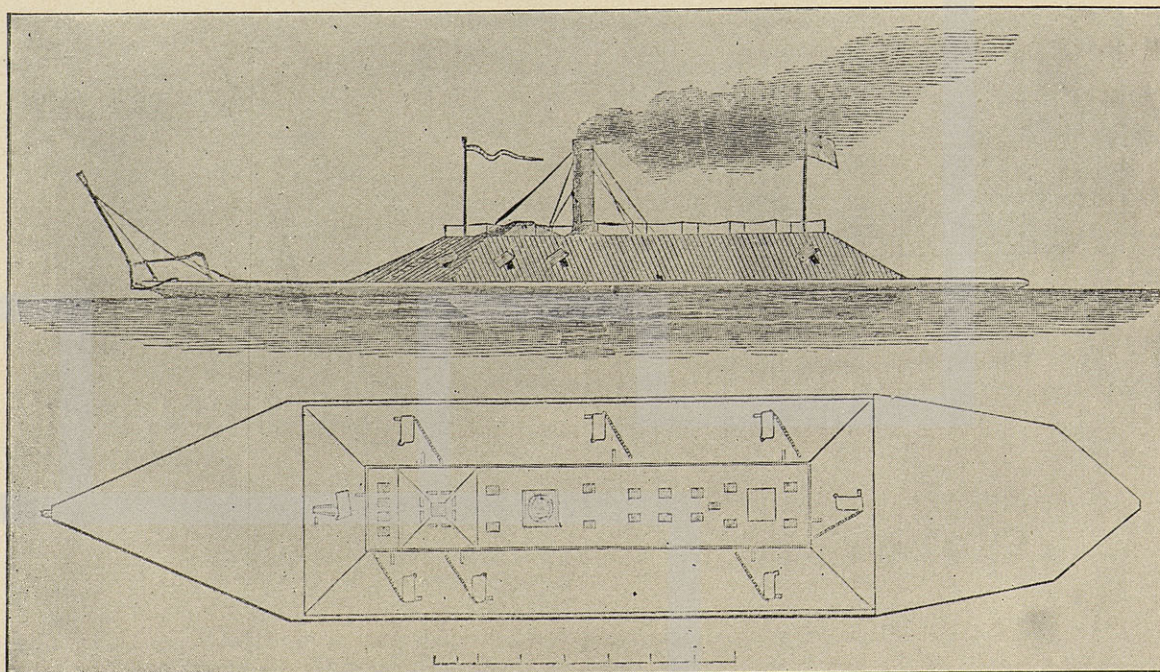


DIAGRAM OF THE CONFEDERATE STATES IRONCLAD, ATLANTA.

mand of the United States fleet, which had several strong warships added to it. The attack began on March 21, 1865, Spanish Fort sustaining the first assault. After a heavy bombardment until April 8th, the starved-out garrison evacuated it. About thirty thousand Federal troops were engaged in its siege. With twelve thousand more troops added, the enemy laid siege to Fort Blakely, which was abandoned on April 11th. In these contests the Confederate fleet were able to take but a desultory part. Eight of the Federal lighter ships and monitors were destroyed by torpedoes. Since the first investment of Mobile the torpedo service had destroyed nine of the Federal vessels. On the same day that Fort Blakely was evacuated, April 11th, batteries Tracy and Huger were abandoned. The next day Admiral Thatcher conveyed eight thousand troops under General Granger to the front of Mobile, and demanded a surrender of the city. Mayor Slough replied that the military forces had evacuated the city, and asked protection for the citizens in the name of humanity. Commodore Farrand sunk the uncompleted ironclads *Tuscaloosa* and *Huntsville* in the channel of Mobile river, and with the balance of his ships and several blockade runners retired up the Alabama River in an effort to reach Selma. But the latter place and its naval station surrendered on April 27th to a Federal army under Major-General Frank Steele and a squadron under Lieutenant-Commander Harmony. Being blockaded in

Tombigbee River, and seeing further resistance to be useless, Commodore Farrand, on May 4th, made a proposition to Admiral Thatcher to surrender. This proposition was accepted, and the two commanders met and ratified it. In addition to the five vessels of Commodore Farrand, four blockade runners and sixteen river craft fell into the enemy's hands.

Naval operations in Florida waters commenced early in January, 1861, with the surrender, without a shot, of Pensacola navy-yard to a force of State troops under Major Wm. H. Chase. The Federal commander was Commodore James Armstrong. The defenses of Pensacola Bay were Forts *Barancos*, *Pickens* and *McRea*. On the morning of January 10th, Lieutenant A. J. Slemmer, commander of the harbor defenses, abandoned Forts *McRea* and *Barancos*, after destroying a large quantity of ammunition and stores, transferring his men to Fort *Pickens*. The Florida troops took possession, and the abandoned forts were rapidly put into a more defensible condition. General Braxton Bragg was ordered to command of the Confeder-

ate troops at Pensacola, and proceeded to invest Fort *Pickens*. Lieutenant Slemmer, on January 24th, refused a demand for surrender. An artillery force on board the *Brooklyn* was en route to Fort *Pickens*, but by an agreement between Confederate and Federal officers this force was retained on board the *Brooklyn* until Mr. Lincoln came into the Presidency. The provisions, however, were allowed to be landed. The Federal Government, through Lieutenant John L. Worden, ordered the landing of the artillerymen under Captain Vogdes, and on the night of April 12th they re-enforced Fort *Pickens*. The Federal squadron was commanded by Captain H. A. Adams. General Bragg intended to begin the attack on the night of the 13th, but this new accession of troops to Lieutenant Slemmer's force delayed him. A number of Federal war vessels gathered in front of Pensacola, and on May 6th a blockade of the port was proclaimed. On June 8th Flag-Officer Wm. Mervine, at Key West, proclaimed a blockade of that port, pursuant to instructions from Washington. Preparations for the capture of Fort *Pickens* went on rapidly. Tampa Bay was blockaded on July 12th. During the summer the Confederates constructed nineteen batteries between Pensacola and Fort *McRea*. Defensive operations also proceeded rapidly at Fernandina and other points. On November 22d the bombardment of Fort *McRea* was commenced by United States naval vessels, and *Barancos* and the navy-yard by Fort *Pickens*. Fort *McRea* was badly damaged, the village of Warrington destroyed and the navy-yard set on fire three times. Fort *Pickens* was also badly breached. During the night of May 9, 1862, the navy-yard, forts and public buildings were set on fire and the city evacuated by the Confederate forces. The next day Commodore D. D. Porter appeared before the city, and a large Federal force landed from the fleet and took possession of Pensacola. The *Wabash*, flagship of Commodore C. P. R. Rodgers, appeared, March 11th, at St. Augustine. The city surrendered, and the next day Jacksonville was peaceably taken possession of by the United States gunboat *Ottawa*.

Georgia passed the ordinance of secession on January 19, 1861. Anticipating an early beginning of hostilities, the State troops, by order of Governor Brown, took possession, on January 7th, of Fort *Pulaski*, at the mouth of Savannah River, and in less than a month all the United States military posts in the State were occupied by Confederate troops without resistance.

On February 28th Commodore Josiah Tatnall, who had resigned from the United States Navy, tendered his services to Governor Brown, and they were accepted. He

was appointed senior flag-officer for Georgia and ordered to the command of naval affairs at Savannah. In March, he was appointed a commander in the Provisional Confederate Navy, and his command extended to include South Carolina waters. Besides Fort Pulaski, there were two other defenses of Savannah River, Forts Jackson and Causton. On November 24th Commodore John Rodgers, with a United States squadron, occupied Tybee Island. The enemy soon gained control of all the sounds on the South Carolina and Georgia coasts, as far down as Florida, the Confederates being unable to place proper armaments on the hastily constructed defenses. Savannah alone still held out. On the 26th Commodore Tatnall, with four vessels, dropped down and engaged the Federal gunboats without damage to either side. The Federals bombarded

Virginia, Commodore Buchanan having been wounded in the battle between that ship and the Monitor. Tatnall was succeeded in command at Savannah by Captain Richard L. Page. In July, 1862, the cruiser Nashville ran into Savannah with a cargo of arms, and was blockaded. Some months after, in February, 1863, she was destroyed during the attack of the enemy's ironclad fleet upon Fort McAllister, on Ogeechee River. This attack upon the fort, as well as several succeeding ones, proved futile. In the harbor of Savannah, the Scotch ship Fingal, that had run the blockade with a large consignment of arms, was cut down and converted into the ironclad Atlanta. The ironclad Georgia was also built, but her machinery proved defective. March 3d the Federals again bombarded Fort McAllister. In July, 1862, Commodore Tatnall was sent back

Charleston & Savannah Railroad bridge, in order to impede Sherman's advance into South Carolina. Returning to Savannah the Sampson and Macon became hotly engaged with numerous batteries along the shores, and drawing out of the conflict retreated up the river, reaching Augusta, where they finally fell into the enemy's hands at the surrender. The Federals captured Fort Jackson on December 21st. The Savannah opened fire on the fort, shelling it for several hours. That night her commander, Captain Brent, proceeded to the South Carolina shore, where she was blown up. The Federals captured at Savannah one hundred and fifty heavy cannon and large quantities of cotton, rice and naval stores.

The State of South Carolina was the first of the Southern States to take action toward the creation of a navy by



Road to Evansport.

Rough Earthworks.

Fort Embrasured for Four Guns.

Ship Point, Quantico Creek.

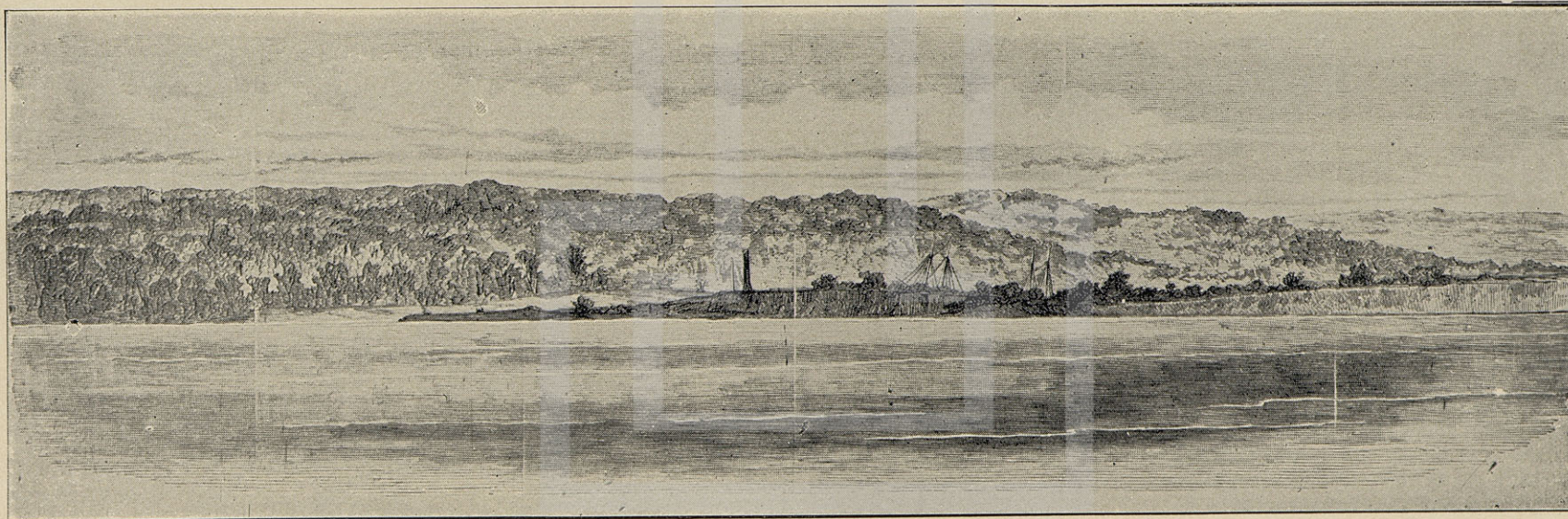
CONFEDERATE BATTERIES AND ENCAMPMENTS ON THE POTOMAC, NEAR AND AT THE MOUTH OF QUANTICO CREEK, VA.

Fort Pulaski at long range for several days, and then, evacuating Tybee Island, sailed away. On December 26th Commodore Tatnall's squadron of five vessels steamed down the river and engaged the enemy's blockading vessels. The latter stood to sea, and after a short pursuit the Confederate squadron returned. The Federals sunk about twenty whaling vessels loaded with stone, in order to close navigation of the river. These accomplished the purpose for a time, but they were finally cleared out by the action of the tides. Battery Cheves was erected opposite Fort Jackson to help guard the rear defenses. It was placed in charge of the navy.

On January 26, 1862, Commodore Rodgers and Fleet-Captain C. H. Davis, with six gunboats and several armed launches, aided by transports with a force under

to the command of Savannah. In January, 1863, he planned an attack upon the blockading fleet, but was delayed by obstructions in the river, which it was necessary to remove before the Atlanta could engage the enemy. This was not accomplished until February, and the Confederate Government, impatient at the delay, relieved Commodore Tatnall of his command. The Federal ironclads had now gathered for an assault upon Fort McAllister. Lieutenant Wm. A. Webb was put in command of the Atlanta, and steaming into Warsaw Sound engaged the Weehawken and Nahant, two of the most powerful of Admiral Dupont's monitors. In the battle which ensued the Atlanta ran fast aground, in which position she was almost helpless, and was pounded almost in pieces by the powerful guns of the Weehawken. After a contest of

the seizure of the Aiken and other small United States vessels in Charleston Harbor, on January 1, 1861. The ironclad battery that rendered effective service in the reduction of Fort Sumter was a new departure in naval warfare. In April, Captain W. J. Hartstene assumed charge of the naval defenses of Charleston, with the rank of commander, his squadron being composed of the Gordon (flagship), Lady Davis and General Clinch. To these, other vessels were shortly added. When Captain Fox arrived before Charleston, on April 12th, with a United States squadron composed of the gunboats Hornet Lance, Pocahontas and Pawnee, he found the bombardment of Sumter in progress, but made no effort to help Major Anderson. The Confederate squadron did not take part in the engagement, but some of their officers rendered



Battery on the Hill.

Steamer George Page and captured schooners, Fairfax and Mary Virginia, in Quantico Creek.

THE POTOMAC RIVER NEAR AND AT THE MOUTH OF QUANTICO CREEK.

General H. G. Wright, entered Tybee Roads. Ammunition and provisions being short in Fort Pulaski, Commodore Tatnall conveyed a supply down to it, passing between the squadrons of Davis and Rodgers, who did not attack him, hoping to get in his rear before doing so. The Federals had thirteen ships, and as Tatnall returned with two ships they made a fierce attack upon him. But Tatnall's vessels came through unhurt. As the Sampson returned she was also assailed by the Federal squadrons, and escaped serious injury, although penetrated by several shots. On April 10, 1862, General David Hunter, the Federal commander, summoned Colonel Charles Olmstead to surrender Fort Pulaski, which was refused. Then followed a fierce bombardment for two days, at the end of which time the fort capitulated. On March 25th Commodore Tatnall was ordered to Norfolk to take command of the

fifteen minutes, in which she failed to damage the Federal monitor, she was surrendered by Lieutenant Webb. The Savannah, another ironclad, was built, and the Milledgeville, a similar ship, was nearly completed when the city was evacuated. The blockade of the port remained unbroken. Fort McAllister was captured on December 13th by General Sherman, after several assaults, in which the Federals suffered severely. General Hardee, under cover of a vigorous fire from the ironclad Savannah, on the 20th, evacuated the city and fell back into South Carolina, and General Sherman entered the city next day. On the night of the 20th Commodore Tatnall ordered the destruction of the Georgia, Milledgeville and Water Witch, and large quantities of ship timber were also burned. Commodore W. W. Hunter, by direction of General Hardee, ascended the river with the Sampson and Macon and burned the

efficient services at the batteries. Sumter surrendered on the 13th, and the work of naval construction was pushed with great vigor. Other vessels were added to the State's navy, and the governor issued a number of naval commissions. Charleston Harbor was blockaded by a United States squadron early in May, and blockade-running at once began. The first prize captured by the enemy was the General Parkhill, on May 15th, by the frigate Niagara. Some of the blockade-runners were commissioned as privateers and armed. Great excitement was created both in this country and England by the act of Captain Chas. Wilkes, of the United States frigate San Jacinto, on November 8, 1861, when he overhauled the British ship Trent and took forcible possession of two of her passengers, the Confederate commissioners, Messrs. Mason and Slidell. These gentlemen had left Charleston on the Theodora and gone

to Havana and reshipped on the Trent. The participation of England in the war was only averted by the surrender of the commissioners.

On December 20th a fleet of whale-boats loaded with stone was sunk by the Federals in the channels of Charleston Harbor. These were soon washed out or settled in the sands by the tides. Late in October a fleet under Commodore S. F. Dupont, accompanied by a military force of twelve thousand men under General Thos. W. Sherman, sailed from Hampton Roads to Port Royal, arriving there, after a stormy passage, on November 5th to 7th. The Confederate defenses consisted of Forts Beauregard and Walker, commanded by General Thos. F. Drayton with two thousand men, among whom there were but a few good artillerists. Commodore Tatnall, with the Savannah (flagship), Resolute, Sampson and Lady Davis, went to the assistance of Port Royal, moving up the sounds from Savannah. Tatnall's little fleet gallantly engaged the enemy on the 7th as he attacked the forts. After a fierce bombardment, the command of General Drayton evacuated the forts and Tatnall's squadron returned to Savannah. This success gave the Federals

was marked by many stirring scenes, and exhibitions of distinguished valor on the part of the little Confederate fleet. The vast fleets of the enemy appalled them not, and they fought with a valor and devotion that will illumine the pages of history and be contemplated with pride as long as heroic and unselfish patriotism is honored by mankind. But valor and patriotism were compelled to succumb at last to numbers and unlimited resources, and in Charleston Harbor, where the sun of the Southern Confederacy rose in splendor, in April, 1861, it set in gloom in February, 1865.

The operations of the Confederate Navy in Virginia waters, after the battle in Hampton Roads between the Monitor and Virginia, were conducted with all the enterprise and skill possible in the face of vast armies and navies. Other powerful ironclads were built, and under their gallant officers and crews added fresh laurels to the Confederate Navy. In numerous encounters with the Federal ships they made a record of imperishable renown. For the greater part of the year 1863 naval operations in Virginia waters were not very active. But during the ensuing year they were of a more exciting character, continuing so

DEFENSE OF ROANOKE ISLAND AND ELIZABETH CITY.

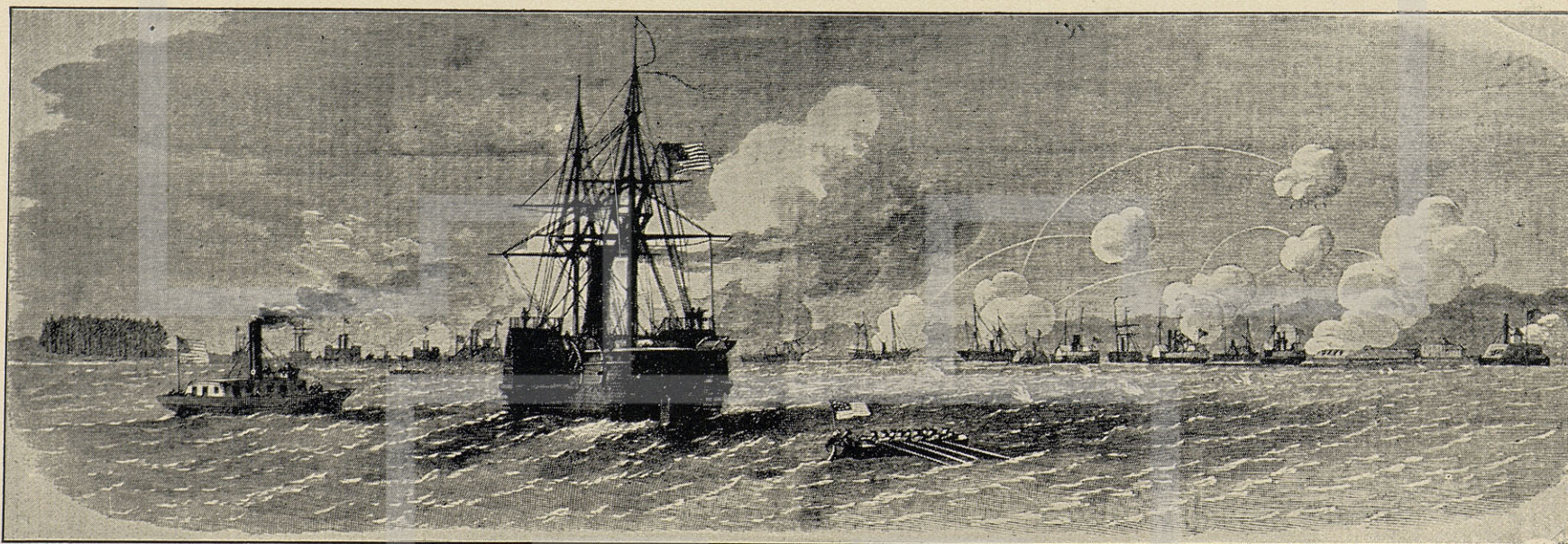
BY
COMMODORE W. F. LYNCH,
Flag-Officer.

FLAGSHIP SEABIRD,
OFF ROANOKE ISLAND,
February 7, 1862.

THE enemy at 10 A. M. to-day with twenty-two heavy steamers and one tug, made an attack upon the Confederate squadron and the battery at Park Point.

As his numerical force was overwhelming, we commenced the action at long range, but as our shell fell short, while his burst over and around us (owing, I think, to the superior quality of his powder), we were eventually compelled to shorten the distance.

The fight lasted continuously from 10 A. M. to 5:30

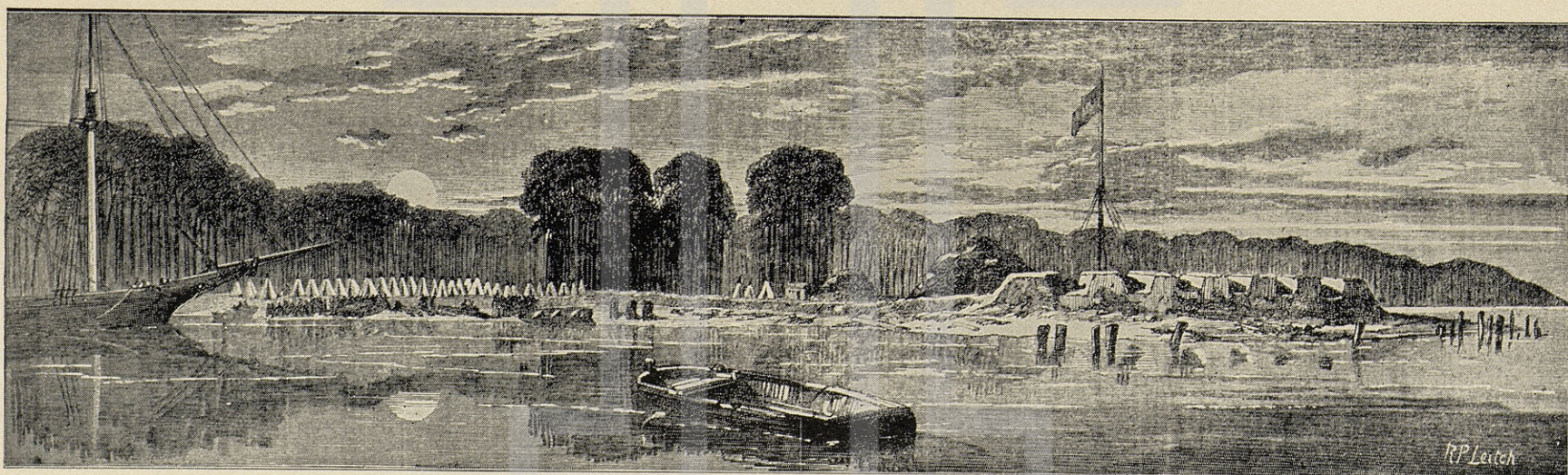


Mainland North Carolina.

Channel into Albemarle Sound.

Fort Bartow.

ATTACK ON THE CONFEDERATE BATTERIES AT ROANOKE ISLAND BY THE FEDERAL GUNBOATS, FEBRUARY 8, 1862.



VIEW OF FORT BARTOW, ROANOKE ISLAND, AFTER THE BOMBARDMENT, FEBRUARY 8, 1862.

command of the sounds from Charleston down to Savannah. Various minor engagements along the sounds and in the rivers took place between the Federal gunboats and the Confederates, during the balance of the year. Great efforts were made during the year 1862 to construct ironclad vessels. The Palmetto State, Chicora and Charleston were launched and the Columbia was under construction when Charleston fell. The blockade of Charleston Harbor was broken on January 31, 1863, by the two first-named vessels, under Commodore Ingraham, the enemy's ships being scattered like chaff. This exploit of the Palmetto State and Chicora astounded the North and delighted the people of the South, and the blockade was declared raised in Charleston Harbor.

On April 7th Dupont, with a fleet composed of the New Ironsides and eight powerful monitors, with five other ships in reserve, attacked the forts, and after an engagement of three hours was repulsed, the ships of Ingraham taking no part in the fight. In March Flag-Officer Ingraham was relieved from command of vessels afloat by Commodore Tucker, but retained command of the Station. On July 6th Dupont was relieved by Dahlgren of command of the blockading fleet, the ironclads returning on the 10th. Then ensued a long and desperate siege, which ended only with the approach of Sherman in February, 1865. On the night of the 18th Fort Moultrie and the other defenses of Sullivan's Island were evacuated. This siege

until the last sad scene in the great drama was enacted at Appomattox.

No less brilliant and enduring are the records made by the Confederate cruisers built by the government or purchased abroad. The principal ones were the Florida, Alabama, Shenandoah and Rappahannock. The latter and the ram Stonewall never made a cruise. Eleven cruisers figured in the "Alabama Claims" settlement, but England only admitted three first named. The Sumter was the first cruiser put afloat, departing from New Orleans under Captain Semmes. After she was blockaded and sold at Gibraltar, Captain Semmes took command of the Alabama. After a brilliant and destructive cruise, she appeared off Galveston, decoyed one of the blockading vessels, the Hatteras, out to sea, where she engaged and sunk her after a short action. No less brilliant was the cruise of the Shenandoah under Captain James I. Waddell. After an exciting career among the enemy's commerce, she was the last vessel to lower the Confederate flag, learning of the surrender from a passing ship in the Pacific. Her flag was furled, and she stood away for England, where she was surrendered to the British Navy.

THE largest army assembled by Confederates was at the Seven Days' Battles. It numbered 80,762 men. By Federals, at the Wilderness, numbering 118,769 men.

P. M., throughout which the soldiers in the battery sustained their position with a gallantry which won our warmest approbation. The fire was terrific, and at times the battery would be enveloped in the sand and dust thrown up by shot and shell.

And yet their casualties was only one man killed and three wounded. The earthwork, however, was very much cut up. I mention the battery because, in all probability, communication will reach you before intelligence will be received from appropriate official source. The enemy approached in two divisions, the rear one having the schooner transports in tow.

The advance, which was the attacking division, again subdivided, and one portion assailed us and the other the battery. Repeatedly, in the course of the day, I feared that our little squadron of seven vessels would be utterly demolished, but a gracious Providence preserved us.

Master-Commanding Moall, of the Forrest, received a wound in the head, which is pronounced serious if not mortal. I yet trust that this promising young officer, who so bravely fought his ship, will be spared to the service. Midshipman Camm, of the Ellis, and —, of the Curlew, each lost an arm, which, with three others slightly wounded, constitute the sum of our personal casualties.

I am sorry to say that the Curlew, our largest steamer, was sunk, and the Forrest, one of the propellers, disabled. We have received other injuries, from the shot and shell,

but comparatively of light character, and could, with the exception of the Forrest, be prepared to renew the action to-morrow if we only had ammunition. I have not a pound of powder nor a loaded shell remaining, and few of the other vessels are better off. During the latter part of the engagement, when the ammunition was nearly exhausted, I sent to the upper battery for a supply, but ten charges were all that could be spared, and these were expended at dark, as the enemy was withdrawing from the contest.

In all probability the contest will be renewed to-morrow, for the enemy having landed a force below the battery will doubtless endeavor to divert its fire. I have decided, after receiving the guns from the wreck of the Curlew, to proceed direct with the squadron to Elizabeth City, and send express to Norfolk for ammunition. Should it arrive in time we will return to aid in the defense; if not, will there make a final stand and blow up the vessels rather than they shall fall into the hands of the enemy.

There are reasons for retiring upon Norfolk, but it would be unseemly thus to desert this section of country. If I have erred in judgment, by a speedy notification the error will be corrected.

Commander Hunter, Lieutenant-Commanders Cooke, Parker and Alexander and Masters-Commanding McCarrick, Taylor and Hoole bravely sustained the credit of the service, and every officer and man performed his duty with alacrity. Lieutenant-Commanding Simms, although absent on detailed service, exhibited such an eagerness to participate in the conflict as to give full assurance that, if gratified, he would have upheld his high reputation.

W. F. LYNCH, *Flag-Officer.*

BATTLE BETWEEN THE
VIRGINIA AND MONITOR,
(MERRIMAC.) AND
THE OPERATIONS OF THE JAMES RIVER
SQUADRON,

MARCH 8 AND 9, 1862.

BY

CAPT. FRANKLIN BUCHANAN, C. S. N.,
Commander of the Virginia and Flag-Officer of James River Squadron.

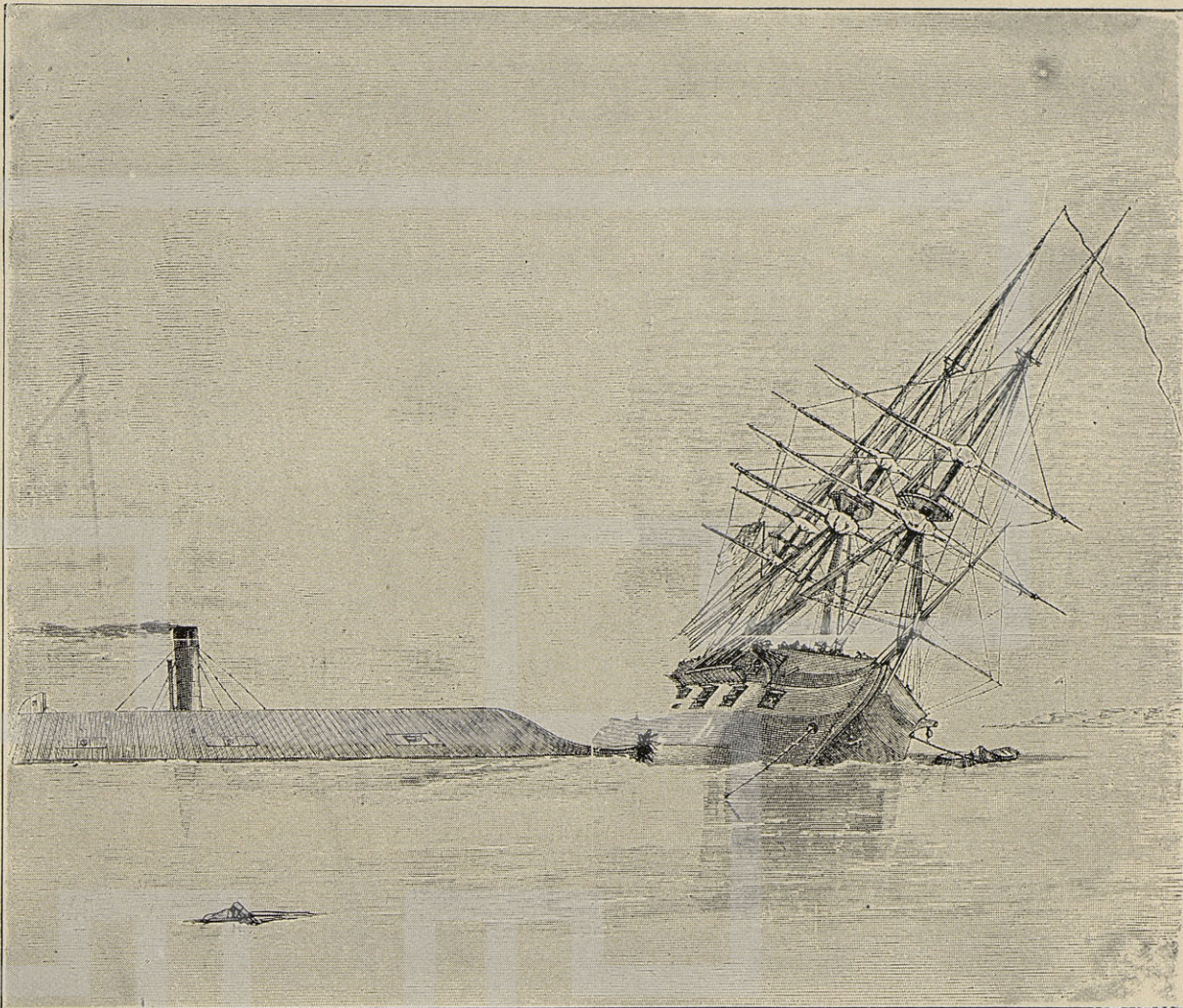
NAVAL HOSPITAL,
NORFOLK, VA., March 27, 1862.

HAVING been confined to my bed in this building since the 9th instant, in consequence of a wound received in the action of the previous day, I have not had it in my power at an earlier date to prepare an account of the proceedings on the 8th and 9th instant of the James River squadron under my command, composed of the following-named vessels: Steamer Virginia, flagship, ten guns; steamer Patrick Henry, Commander John R. Tucker, twelve guns; steamer Jamestown, Lieutenant-Commanding J. N. Barney, two guns; and gunboats Teaser, Lieutenant-Commanding W. A. Webb, Beaufort, Lieutenant-Commanding W. H. Parker, and Raleigh, Lieutenant-Commanding J. W. Alexander, each one gun. Total, twenty-seven guns.

On the 8th instant, at 11 A. M., the Virginia left the navy-yard (Norfolk), accompanied by the Raleigh and

Beaufort, and proceeded to Newport News, to engage the enemy's frigates Cumberland and Congress, gunboats and shore batteries. When within less than a mile of the Cumberland, the Virginia commenced the engagement with that ship with her bow gun, and the action soon became general, the Cumberland and Congress, gunboats and shore batteries concentrating upon us their heavy fire, which was returned with great spirit and determination. The Virginia stood rapidly on toward the Cumberland, which ship I had determined to sink with our prow, if possible.

town and Teaser. They all came nobly into action, and were soon exposed to the heavy fire of shore batteries. Their escape was miraculous, as they were under a galling fire of solid shot, shell, grape and canister, a number of which passed through the vessels without doing any serious injury, except to the Patrick Henry, through whose boiler a shot passed, scalding to death four persons and wounding others. Lieutenant-Commanding Barney promptly obeyed a signal to tow her out of the action. As soon as damages were repaired the Patrick Henry returned to her station, and continued to perform good



THE VIRGINIA RAMMING AND SINKING THE UNITED STATES FRIGATE, CUMBERLAND.

In about fifteen minutes after the action commenced we ran into her on her starboard bow. The crash below the water was distinctly heard, and she commenced sinking, gallantly fighting her guns as long as they were above water. She went down with her colors flying.

During this time the shore batteries, Congress and gunboats kept up their heavy concentrated fire upon us, doing us some injury. Our guns, however, were not idle; their fire was very destructive to the shore batteries and vessels, and we were gallantly sustained by the rest of the squadron.

Just after the Cumberland sunk, that gallant officer, Commander John R. Tucker, was seen standing down James River, under full steam, accompanied by the James-

service during the remainder of that day and the following.

Having sunk the Cumberland, I turned our attention to the Congress.

We were some time in getting our proper position, in consequence of the shoalness of the water and the great difficulty of managing the ship when in or near the mud. To succeed in my object I was obliged to run the ship a short distance above the batteries on James River in order to wind her. During all the time her keel was in the mud; of course, she moved but slowly. Thus we were subjected twice to the heavy guns of all the batteries in passing up and down the river, but it could not be avoided. We silenced several of the batteries and did much injury on shore.

A large transport steamer alongside the wharf was blown up, one schooner sunk, and another captured and sent to Norfolk. The loss of life on shore we have no means of ascertaining.

While the Virginia was thus engaged in getting her position for attacking the Congress the prisoners state it was believed on board that ship that we had hauled off. The men left their guns and gave three cheers. They were soon sadly undeceived, for, a few minutes after, we opened upon her again, she having run on shore in shoal water. The carnage, havoc and dismay caused by our fire compelled them to haul down their colors and to hoist a white flag at their gaff and half-mast, and another at the main. The crew instantly took to their boats.

Our fire immediately ceased, and a signal was made for the Beaufort to come within hail. I then ordered Lieutenant-Commanding Parker to take possession of the Congress, secure the officers as prisoners, allow the crew to land, and burn the ship.

He ran alongside, receiving her flag and surrender from Commander William Smith and Lieutenant Pendergrast, with the side-arms of those officers. They delivered themselves as prisoners of war on board the Beaufort, and afterward were permitted, at their own request, to return to the Congress to assist in removing the wounded to the Beaufort. They never returned, and I submit to the decision of the department whether they are not our prisoners. While the Beaufort and Raleigh were alongside the Congress, and the surrender of that vessel had been received from the commander, she having two white flags flying,



FORTRESS MONROE, VIRGINIA, AS SEEN FROM THE JAMES RIVER, 1861.

hoisted by their own people, a heavy fire was opened upon them from the shore and from the Congress, killing some valuable officers and men. Under this fire the steamers left the Congress, but as I was not informed that any injury had been sustained by those vessels at that time, Lieutenant-Commanding Parker having failed to report to me, I took it for granted that my order to him to burn her had been executed, and waited some minutes to see the smoke ascending from her hatches.

During this delay we were still subject to the heavy fire from the batteries, which was always promptly returned.

The steam frigates Minnesota and Roanoke, and the sailing frigate St. Lawrence, had previously been reported as coming from Old Point, but as I was determined that the Congress should not again fall into the hands of the enemy, I remarked to that gallant young officer, Flag-Lieutenant Minor, "That ship must be burned." Lieutenant Minor promptly volunteered to take a boat and burn her, and the Teaser, Lieutenant-Commanding Webb, was ordered to cover the boat. Lieutenant Minor had scarcely reached within fifty yards of the Congress, when a deadly fire was opened upon him, wounding him severely and

reached them, until a few minutes past midnight, when her magazine exploded with a tremendous report.

The facts above stated as having occurred after I had placed the ship in charge of Lieutenant Jones were reported to me by that officer.

At an early hour next morning (the 9th), upon the urgent solicitations of the surgeons, Lieutenant Minor and myself were very reluctantly taken on shore. The accommodations for the proper treatment of wounded persons on board the Virginia are exceedingly limited, Lieutenant Minor and myself occupying the only space that could be used for that purpose, which was in my cabin. I therefore consented to our being landed on Sewalls Point, thinking that the room on board vacated by us could be used for those who might be wounded in the renewal of the action.

In the course of the day Lieutenant Minor and myself were sent in a steamer to the hospital at Norfolk.

The following is an extract from the report of Lieutenant Jones of the proceedings of the Virginia on the 9th:

"At daylight on the 9th we saw that the Minnesota was still ashore, and that there was an iron battery near her. At eight o'clock we ran down to engage them (hav-

skill were the more remarkable from the fact that the great majority of them were under fire for the first time. They were strangers to each other and to the officers, and had but a few days' instruction in the management of the great guns.

"To the skill and example of the officers is this result in no small degree attributable."

Having thus given a full report of the actions on the 8th and 9th, I feel it due to the gallant officers who so nobly sustained the honor of the flag and country on those days to express my appreciation of their conduct.

To that brave and intelligent officer, Lieutenant Catesby Jones, the executive and ordnance officer of the Virginia, I am greatly indebted for the success achieved. His constant attention to his duties in the equipment of the ship; his intelligence in the instruction of ordnance to the crew, as proved by the accuracy and effect of their fire, some of the guns having been personally directed by him; his tact and management in the government of raw recruits; his general knowledge of the executive duties of a man-of-war, together with his high-toned bearing, were all eminently conspicuous, and had their fruits in the admirable efficiency of the Virginia.



MAP SHOWING FORTRESS MONROE, NEWPORT NEWS, CHESAPEAKE BAY, JAMES RIVER AND SURROUNDING COUNTRY.

several of his men. On witnessing this vile treachery, I instantly recalled the boat, and ordered the Congress destroyed by hot shot and incendiary shell. About this period I was disabled, and transferred the command of the ship to that gallant, intelligent officer, Lieutenant Catesby Jones, with orders to fight her as long as the men could stand to their guns.

The ships from Old Point opened their fire upon us. The Minnesota grounded in the north channel, where, unfortunately, the shoalness of the channel prevented our near approach. We continued, however, to fire upon her, until the pilots declared it was no longer safe to remain in that position, and we accordingly returned by the south channel (the middle ground being necessarily between the Virginia and Minnesota, and the St. Lawrence and the Roanoke having retreated under the guns of Old Point), and again had an opportunity of opening upon the Minnesota, receiving her heavy fire in return, and shortly afterward upon the St. Lawrence, from which vessel were received several broadsides. It had by this time become dark, and we soon after anchored off Sewalls Point. The rest of the squadron followed our movements, with the exception of the Beaufort, Lieutenant-Commanding W. H. Parker, who proceeded to Norfolk with the wounded and prisoners as soon as he had left the Congress, without reporting to me. The Congress having been set on fire by our hot shot and incendiary shell, continued to burn, her loaded guns being successively discharged as the flames

ing previously sent the killed and wounded out of the ship), firing at the Minnesota, and occasionally at the iron battery. The pilots did not place us as near as they expected. The great length and draught of the ship rendered it exceedingly difficult to work her. We ran ashore about a mile from the frigate, and were backing fifteen minutes before we got off. We continued to fire at the Minnesota, and blew up a steamer alongside of her, and we also engaged the Monitor, and sometimes at very close quarters. We once succeeded in running into her, and twice silenced her fire.

"The pilots declaring that we could get no nearer the Minnesota, and believing her to be entirely disabled, and the Monitor having run into shoal water, which prevented our doing her any further injury, we ceased firing at twelve o'clock, and proceeded to Norfolk. Our loss is two killed and nineteen wounded.

"The stem is twisted and the ship leaks. We have lost the prow, starboard anchor and all the boats. The armor is somewhat damaged; the steam-pipe and smoke-stack are both riddled; the muzzles of two of the guns, shot away. It was not easy to keep a flag flying. The flagstaves were repeatedly shot away. The colors were hoisted to the smoke-stack and several times cut down from it.

"The bearing of the men was all that could be desired; the enthusiasm could scarcely be restrained. During the action they cheered again and again. Their coolness and

If conduct such as his (and I do not know that I have used adequate language in describing it) entitles an officer to promotion, I see in the case of Lieutenant Jones one in all respects worthy of it. As flag-officer I am entitled to some one to perform the duties of flag-captain, and I should be proud to have Lieutenant Jones ordered to the Virginia as lieutenant commandant, if it be not the intention of the department to bestow upon him a higher rank.

Lieutenant Sims fully sustained his well-earned reputation. He fired the first gun, and when the command devolved upon Lieutenant Jones, in consequence of my disability, he was ordered to perform the duties of executive officer. Lieutenant Jones has expressed to me his satisfaction in having had the services of so experienced, energetic and zealous an officer.

Lieutenant Davidson fought his guns with great precision. The muzzle of one of them was shot away. He continued, however, to fire it, though the wood-work around the port became ignited at each discharge. His buoyant and cheerful bearing and voice were contagious and inspiring.

Lieutenant Wood handled his pivot gun admirably, and the executive officer testifies to his valuable suggestions during the action. His zeal and industry in drilling the crew contributed materially to our success.

Lieutenant Eggleston served his hot shot and shell with judgment and effect, and his bearing was deliberate and exerted a happy influence on his division.



From an original painting, owned and copyrighted by Kurz & Allison, Chicago, Ill.

ENGAGEMENT BETWEEN THE VIRGINIA AND MONITOR AT HAMPTON ROADS, CHESAPEAKE BAY, MARCH 9, 1862, AS SEEN FROM THE FEDERAL FORTIFICATIONS.

Lieutenant Butt fought his gun with activity, and during the action was gay and smiling.

The Marine Corps was well represented by Captain Thom, whose tranquil mien gave evidence that the hottest fire was no novelty to him. One of his guns was served effectively and creditably by a detachment of the United Artillery of Norfolk, under the command of Captain Kevill.

The muzzle of their gun was struck by a shell from the enemy, which broke off a piece of the gun, but they continued to fire as if it was uninjured.

Midshipmen Foute, Marmaduke, Littlepage, Craig and Long rendered valuable services. Their conduct would have been creditable to older heads, and gave great promise of future usefulness. Midshipman Marmaduke, though receiving several painful wounds early in the action, manfully fought his gun until the close. He is now at the hospital.

Paymaster Semple volunteered for any service, and was assigned to the command of the powder division, an important and complicated duty, which could not have been better performed.

am much indebted for his promptness in the execution of signals; for renewing the flagstaffs when shot away, being thereby greatly exposed; for his watchfulness in keeping the Confederate flag up; his alacrity in conveying my orders to the different divisions, and for his general cool and gallant bearing.

My aid, Acting Midshipman Roots, of the navy, Lieutenant Forrest, of the army, who served as a volunteer aid, and my clerk, Mr. Arthur Sinclair, Jr., are entitled to my thanks for the activity with which my orders were conveyed to the different parts of the ship. During the hottest of the fight they were always at their posts, giving evidence of their coolness.

Having referred to the good conduct of the officers in the flagship immediately under my notice, I come now to a no less pleasing task when I attempt to mark my approbation of the bearing of those serving in the other vessels of the squadron.

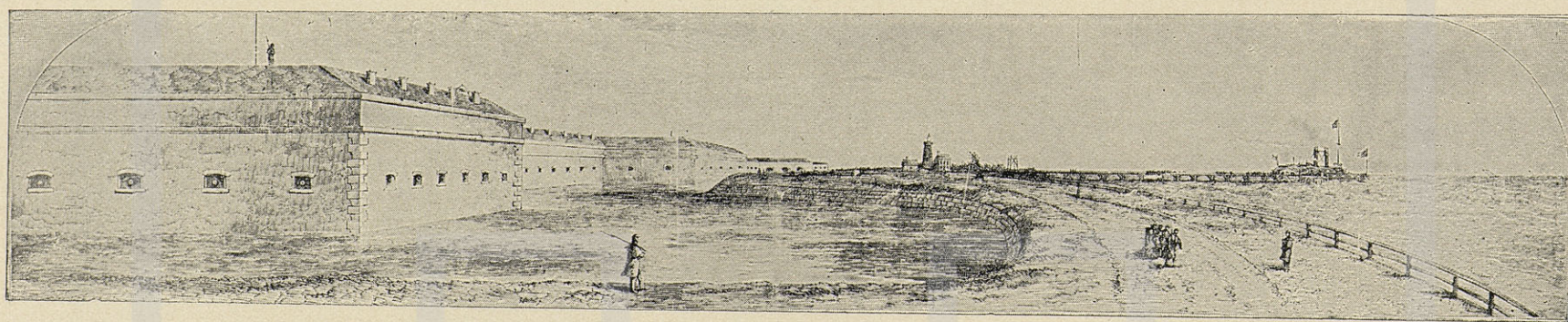
Commander John R. Tucker, of the Patrick Henry, and Lieutenants Commanding J. N. Barney, of the Jamestown, and W. A. Webb, of the Teaser, deserve great

THE SERVICES OF THE VIRGINIA.

BY

CAPTAIN CATESBY AP R. JONES,
Confederate States Navy.

WHEN, on April 21, 1861, the Virginians took possession of the abandoned navy-yard at Norfolk, they found that the Merrimac had been burned and sunk. She was raised, and on June 23d following the Hon. S. R. Mallory, Confederate Secretary of the Navy, ordered that she should be converted into an iron-clad, on the plan proposed by Lieutenant John M. Brooke, Confederate States Navy. The hull was two hundred and seventy-five feet long. About one hundred and sixty feet of the central portion was covered by a roof of wood and iron, inclining about thirty-six degrees. The wood was two feet thick; it consisted of oak plank four inches by twelve inches, laid up and down next the iron, and two courses of pine; one longitudinal of eight inches thickness, the other twelve inches thick.

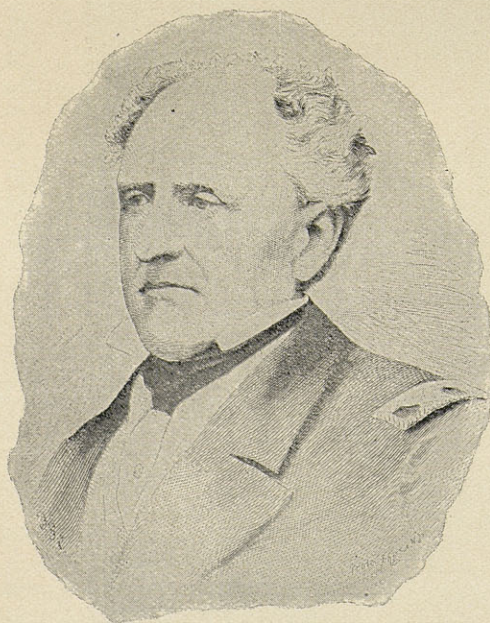


FORTRESS MONROE, 1861.

Surgeon Phillips and Assistant Surgeon Garnett were prompt and attentive in the discharge of their duties. Their kind and considerate care of the wounded, and the skill and ability displayed in the treatment, won for them the esteem and gratitude of all who came under their charge, and justly entitled them to the confidence of officers and crew.

I beg leave to recall the attention of the department to the case of Dr. Garnett. He stands deservedly high in his profession, is at the head of the list of assistant surgeons, and there being a vacancy, in consequence of the recent death of Surgeon Blacknall, I should be much gratified if Dr. Garnett could be promoted to it.

The engines and machinery, upon which so much depended, performed better than was expected. This is due to the intelligence and experience of Acting Chief Engineer Ramsey. His efforts were ably seconded by his assistants, Tynan, Campbell, Herring, Jack and White.



ADMIRAL FRANKLIN BUCHANAN, OF MARYLAND.

As Mr. Ramsey is only acting chief engineer, I respectfully recommend his promotion to the rank of chief; and would also ask that Second Assistant Engineer Campbell may be promoted to first assistant, he having performed the duties of that grade during the engagement.

The forward officers—Boatswain Hasker, Gunner Oliver and Carpenter Lindsey—discharged well all the duties required of them. The boatswain had charge of a gun and fought it well. The gunner was indefatigable in his efforts. His experience and exertions as a gunner have contributed very materially to the efficacy of the battery.

Acting Master Parrish was assisted in piloting the ship by Pilots Wright, Williams, Clark and Cunningham. They were necessarily much exposed.

It is now due that I should mention my personal staff. To that gallant young officer, Flag-Lieutenant Minor, I

praise for their gallant conduct throughout the engagement. Their judgment in selecting their positions for attacking the enemy was good; their constant fire was destructive, and contributed much to the success of the day. The general order under which the squadron went into action required that, in the absence of all signals, each commanding officer was to exercise his own judgment and discretion in doing all the damage he could to the enemy, and to sink before surrendering. From the bearing of those officers on the 8th I am fully satisfied that that order would have been carried out.

Commander Tucker speaks highly of all under him, and desires particularly to notice that Lieutenant-Colonel Cadwalader St. George Noland, commanding the post at Mulberry Island, on hearing of the deficiency in the complement of the Patrick Henry, promptly offered the services of ten of his men as volunteers for the occasion, one of whom, George E. Webb, of the Greenville Guards, Commander Tucker regrets to say, was killed.

Lieutenant-Commanding Barney reports every officer and man on board of the ship performed his whole duty, evincing a courage and fearlessness worthy of the cause for which we are fighting.

Lieutenant-Commanding Webb specially notices the coolness displayed by Acting Master Face and Third Assistant Engineer Quinn when facing the heavy fire of artillery and musketry from the shore while the Teaser was standing in to cover the boat in which, as previously stated, Lieutenant Minor had gone to burn the Congress. Several of his men were badly wounded.

The Raleigh, early in the action, had her gun carriage disabled, which compelled her to withdraw. As soon as he had repaired damages as well as he could Lieutenant-Commanding Alexander resumed his position in the line. He sustained himself gallantly during the remainder of the day, and speaks highly of all under his command. That evening he was ordered to Norfolk for repairs.

The Beaufort, Lieutenant-Commanding Parker, was in close contact with the enemy frequently during the day, and all on board behaved gallantly. Lieutenant-Commanding Parker expresses his warmest thanks to his officers and men for their coolness. Acting Midshipman Foreman, who accompanied him as volunteer aid, Midshipmen Mallory and Newton, Captain's Clerk Bain and Mr. Gray, pilot, are all specially mentioned by him.

On the 21st instant I forwarded to the department correct lists of the casualties on board all the vessels of the squadron on the 8th. None, it appears, occurred on the 9th.

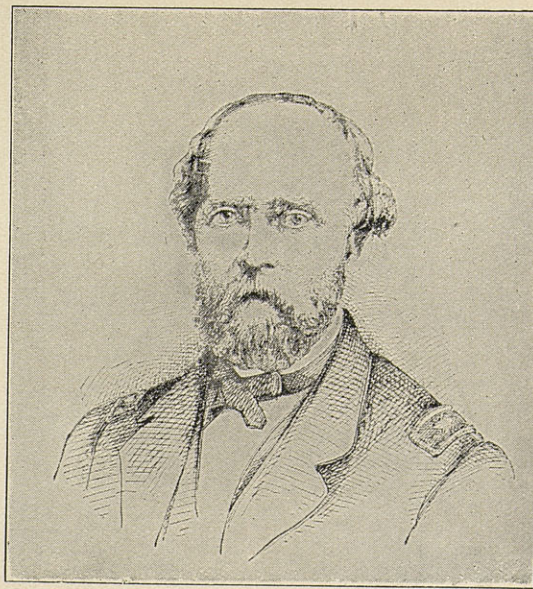
While in the act of closing this report I received the communication of the department, dated 22d inst., relieving me temporarily of the command of the squadron for the naval defense of James River. I feel honored in being relieved by the gallant Flag-Officer Tatnall.

I much regret that I am not now in a condition to resume my command, but trust that I shall soon be restored to health, when I shall be ready for any duty that may be assigned me.

FRANKLIN BUCHANAN,
Flag-Officer.

The intervening space on top was closed by permanent gratings of two-inch square iron two and one-half inches apart, leaving openings for four hatches, one near each end, and one forward and one abaft the smoke-stack. The roof did not project beyond the hull. There was no knuckle, as in the Atlanta, the Tennessee and other iron-clads of later and improved construction. The ends of the shield were rounded.

The armor was four inches thick. It was fastened to its wooden backing by one and three-eighths inch bolts, countersunk and secured by iron nuts and washers. The plates were eight inches wide. Those first made were one inch thick, which was as thick as we could then punch cold iron. We succeeded soon in punching two inches, and the remaining plates, more than two-thirds, were two inches thick. They were rolled and punched at the Tredgar Works, Richmond. The outside course was up and down, the next longitudinal. Joints were broken where there were more than two courses.



COMMANDER CATESBY AP R. JONES,
Executive and Ordnance Officer of the Virginia.

The hull, extending two feet below the roof, was plated with one-inch iron; it was intended that it should have had three inches.

The prow was of cast iron, wedge shape, and weighed fifteen hundred pounds. It was about two feet under water and projected two feet from the stem; it was not well fastened. The rudder and propeller were unprotected.

The battery consisted of ten guns, four single-banded Brooke rifles and six 9-inch Dahlgren shell guns. Two of the rifles, bow and stern pivots, were 7-inch, of fourteen thousand five hundred pounds; the other two were 6.4-inch (thirty-two pounds caliber), of nine thousand pounds, one on each broadside. The 9-inch gun on each side, nearest the furnaces, was fitted for firing hot shot. A few 9-inch shot, with extra windage, were cast for hot shot. No other solid shot were on board during the fight.

The engines were the same the vessel had while in the United States Navy. They were radically defective, and had been condemned by the United States Government. Some changes had been made, notwithstanding which the engineers reported that they were unreliable. They performed very well during the fight, but afterward failed several times, once while under fire.

There were many vexatious delays attending the fitting and equipment of the ship. Most of them arose from the want of skilled labor and lack of proper tools and appliances. Transporting the iron from Richmond also caused much delay; the railroads were taxed to supply the army.

The crew, three hundred and twenty in number, were obtained with great difficulty. With few exceptions they were volunteers from the army; most of them were landmen. Their deficiencies were as much as possible overcome by the zeal and intelligence of the officers. A list of these is appended. In the fight one of the 9-inch guns was manned by a detachment of the Norfolk United Artillery.

The vessel was, by the Confederates, called the Virginia. She was put in commission during the last week of February, but continued crowded with mechanics until

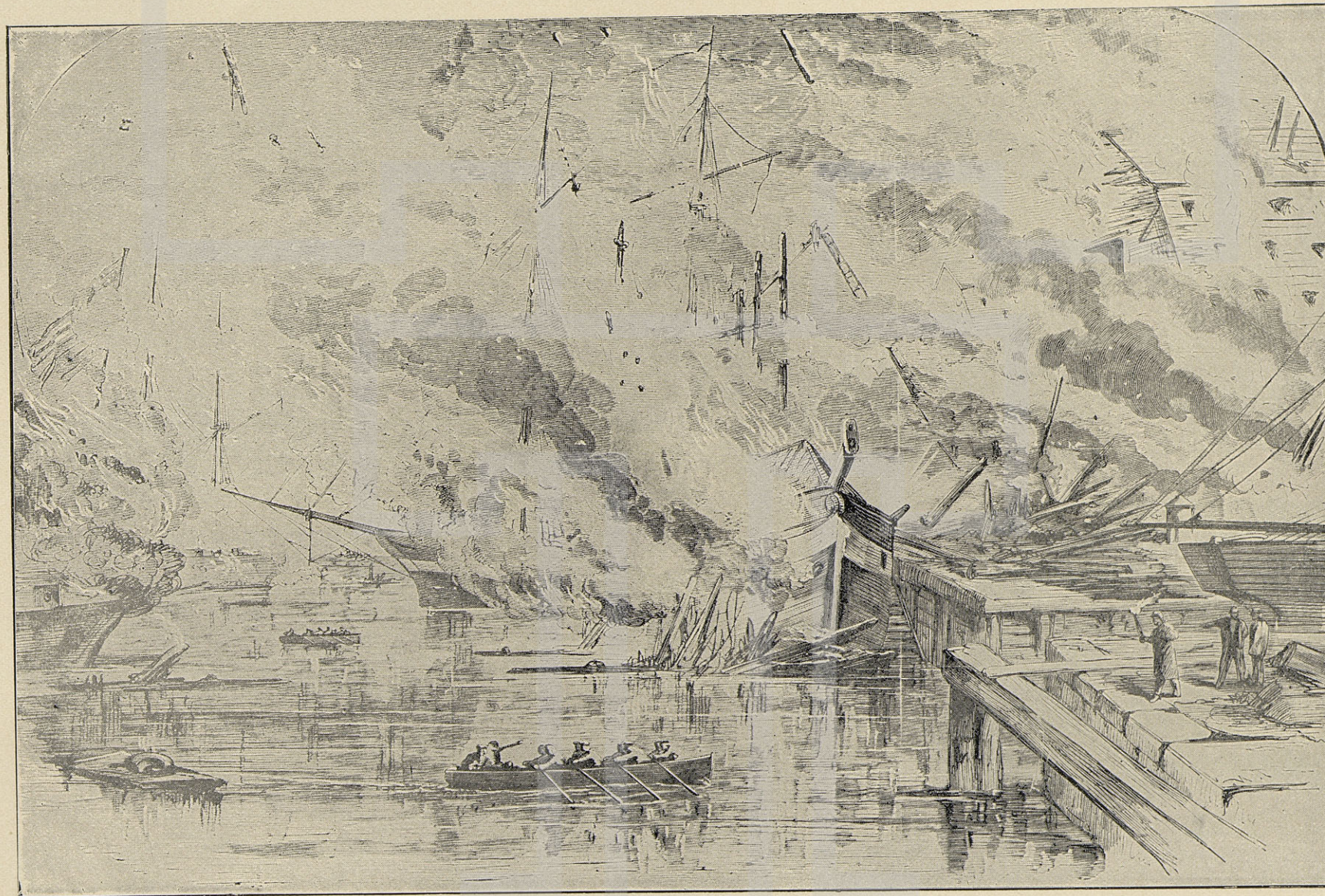
6, 1862, the pilots—of whom there were five—having been previously consulted. The sides were slushed, supposing that it would increase the tendency of the projectiles to glance. All preparations were made, including lights at obstructions. After dark the pilots declared that they could not pilot the ship during the night. They had a high sense of their responsibility. In justice to them it should be stated that it was not easy to pilot a vessel of our great draught under favorable circumstances, and that the difficulties were much increased by the absence of lights, buoys, etc., to which they had been accustomed.

The attack was postponed to Saturday, March 8th. The weather was favorable. We left the navy-yard at 11 A. M., against the last half of the flood tide, steamed down the river past our batteries, through the obstructions, across Hampton Roads, to the mouth of the James River, where, off Newport News, lay at anchor the frigates Cumberland and Congress, protected by strong batteries and gunboats. The action commenced about 3 P. M. by our firing the bow gun* at the Cumberland, less than a mile distant. A powerful fire was immediately concentrated upon us from all the batteries afloat and ashore. The frig-

off so short that at each subsequent discharge its port was set on fire. The damage to the armor was slight. Their fire appeared to have been aimed at our ports. Had it been concentrated at the water line we would have been seriously hurt, if not sunk. Owing to the ebb tide and our great draught we could not close with the Congress without first going up stream and then returning, which was a tedious operation, besides subjecting us twice to the full fire of the batteries, some of which we silenced.

We were accompanied from the yard by the gunboats Beaufort, Lieutenant-Commander W. H. Parker, and Raleigh, Lieutenant-Commander J. W. Alexander. As soon as the firing was heard up James River the Patrick Henry, Commander John R. Tucker; Jamestown, Lieutenant-Commander J. N. Barney, and the gunboat Teaser, Lieutenant-Commander W. A. Webb, under command of Captain John R. Tucker, stood down the river, joining us about 4 o'clock. All these vessels were gallantly fought and handled, and rendered valuable and effective service.

The prisoners from the Congress stated that when on board that ship it was seen that we were standing up the river three cheers were given, under the impression that



BURNING OF THE NORFOLK NAVY-YARD AND THE FRIGATE MERRIMAC BY THE UNITED STATES AUTHORITIES, APRIL 21, 1861.

the eve of the fight. She was badly ventilated, very uncomfortable and very unhealthy. There was an average of fifty or sixty at the hospital, in addition to the sick list on board.

The flag-officer, Franklin Buchanan, was detained in Richmond in charge of an important bureau, from which he was only relieved a few days before the fight. There was no captain; the ship was commissioned and equipped by the executive and ordnance officer, who had reported for duty in November. He had, by special order, selected her battery and was also made responsible for its efficiency.

A trial was determined upon, although the vessel was in an incomplete condition. The lower part of the shield forward was only immersed a few inches, instead of two feet, as was intended; and there was but one inch of iron on the hull. The port shutters, etc., were unfinished.

The Virginia was unseaworthy, her engines were unreliable, and her draught, over twenty-two feet, prevented her from going to Washington. Her field of operation was therefore restricted to the bay and its immediate vicinity; there was no regular concerted movement with the army.*

The frigates Congress and Cumberland temptingly invited an attack. It was fixed for Thursday night, March

6, 1862, the pilots—of whom there were five—having been previously consulted. The sides were slushed, supposing that it would increase the tendency of the projectiles to glance. All preparations were made, including lights at obstructions. After dark the pilots declared that they could not pilot the ship during the night. They had a high sense of their responsibility. In justice to them it should be stated that it was not easy to pilot a vessel of our great draught under favorable circumstances, and that the difficulties were much increased by the absence of lights, buoys, etc., to which they had been accustomed. The attack was postponed to Saturday, March 8th. The weather was favorable. We left the navy-yard at 11 A. M., against the last half of the flood tide, steamed down the river past our batteries, through the obstructions, across Hampton Roads, to the mouth of the James River, where, off Newport News, lay at anchor the frigates Cumberland and Congress, protected by strong batteries and gunboats. The action commenced about 3 P. M. by our firing the bow gun* at the Cumberland, less than a mile distant. A powerful fire was immediately concentrated upon us from all the batteries afloat and ashore. The frig-

* It killed and wounded ten men at the after pivot gun of the Cumberland. The second shot from the same gun killed and wounded twelve men at her forward pivot gun. Lieutenant Charles C. Simms pointed and fired the gun.

† She was a sailing frigate of 1,726 tons, mounting two 10-inch pivots and twenty-two 9-inch guns. Her crew numbered 376; her loss in killed and wounded was 121.

we had quit the fight. They were soon undeceived. When they saw us heading downstream, fearing the fate of the Cumberland, they slipped their cables, made sail and ran ashore bows on. We took a position off her quarter, about two cables' length distant, and opened a deliberate fire. Very few of her guns bore on us, and they were soon disabled. The other batteries continued to play on us, as did the Minnesota, then aground about one and one-half miles off. The St. Lawrence also opened on us shortly after. There was great havoc on board the Congress. She was several times on fire. Her gallant commander, Lieutenant Joseph B. Smith,* was struck in the breast by the fragment of a shell and instantly killed. The carnage was fearful. Nothing remained but to strike their colors, which they did. They hoisted the white flag, half-masted, at the main and at the spanker gaff. The Beaufort and Raleigh were ordered to burn her. They went alongside and secured several of her officers and some twenty of her men as prisoners. The officers urgently asked permission to assist their wounded out of the ship. It was granted. They did not return. A sharp fire of musketry from the shore killed some of the prisoners and forced the tugs to leave. A boat was sent from the Virginia to burn her, covered by the Teaser. A fire was opened on them from the shore, and also from the Congress, with both of her white flags flying, wounding Lieutenant Minor and others. We replied to this outrage

* His sword was sent by flag of truce to his father, Admiral Joseph Smith.

upon the usages of civilized warfare by reopening on the Congress with hot shot and incendiary shell. Her crew escaped by boats, as did that of the Cumberland. Canister and grape would have prevented it; but in neither case was any attempt made to stop them, though it had been otherwise stated, possibly from our firing on the shore or at the Congress.

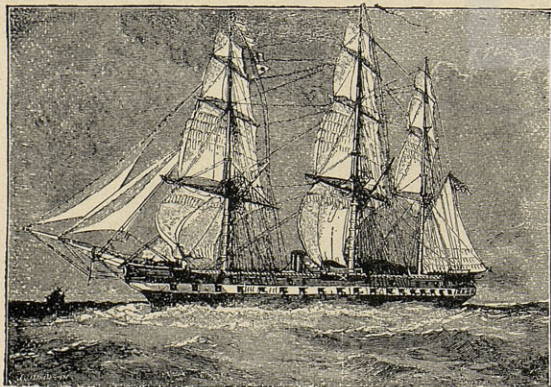
We remained near the Congress to prevent her recapture. Had she been retaken it might have been said that the flag-officer permitted it, knowing that his brother* was an officer of that vessel.

A distant and unsatisfactory fire was at times had at the Minnesota. The gunboats also engaged her. We fired canister and grape occasionally in reply to musketry from the shore, which had become annoying.

About this time the flag-officer was badly wounded by a rifle ball, and had to be carried below. His bold daring and intrepid conduct won the admiration of all on board. The executive and ordnance officer, Lieutenant Catesby Ap R. Jones, succeeded to the command.

The action continued until dusk, when we were forced to seek an anchorage. The Congress was riddled and on fire. A transport steamer was blown up. A schooner was sunk and another captured. We had to leave without making a serious attack on the Minnesota, though we fired at her as we passed on the other side of the middle ground, and also at the St. Lawrence.† The latter frigate fired at us by broadsides—not a bad plan for small calibers against ironclads, if concentrated. It was too dark to aim well. We anchored off our batteries at Sewalls Point. The squadron followed.

The Congress‡ continued to burn; "she illuminated the heavens and varied the scene by the firing of her own guns and the flight of her balls through the air," until shortly after midnight, "when her magazine exploded, and a column of burning matter appeared high in the air, to be followed by the stillness of death." [Extract from report of General Mansfield, United States Army.] One of the pilots chanced, about 11 P. M., to be looking in the direction of the Congress, when there passed a strange-looking craft, brought out in bold relief by the brilliant light of the burning ship, which he at once proclaimed to be the Monitor. We were therefore not surprised in the morning to see the Monitor at anchor near the Minnesota. The latter ship was still aground. Some delay occurred from sending our wounded out of the ship; we had but



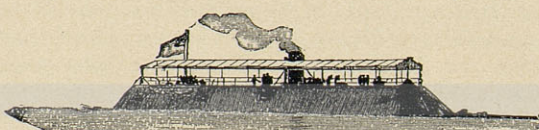
THE UNITED STATES FRIGATE MERRIMAC BEFORE CONVERSION INTO THE IRONCLAD VIRGINIA.

one serviceable boat left. Admiral Buchanan was landed at Sewalls Point.

At 8 A. M. we got under way, as did the Patrick Henry, Jamestown and Teaser. We stood toward the Minnesota and opened fire on her. The pilots were to have placed us half a mile from her, but we were not at any time nearer than a mile. The Monitor§ commenced firing when about a third of a mile distant. We soon approached, and were often within a ship's length; once while passing we fired a broadside at her only a few yards distant. She and her turret appeared to be under perfect control. Her light draught enabled her to move about us at pleasure. She once took position for a short time where we could not bring a gun to bear on her. Another of her movements caused us great anxiety; she made for our rudder and propeller, both of which could have been easily disabled. We could only see her guns when they were discharged; immediately after the turret revolved rapidly, and the guns were not again seen until they were again fired. We wondered how proper aim could be taken in the very short time the guns were in sight. The Virginia, however, was a large target, and generally so near that the Monitor's shot did not often miss. It did not appear

to us that our shell had any effect upon the Monitor. We had no solid shot. Musketry was fired at the lookout holes. In spite of all the care of our pilots we ran ashore, where we remained over fifteen minutes. The Patrick Henry and Jamestown, with great risk to themselves, started to our assistance. The Monitor and Minnesota were in full play on us. A small rifle gun on board the Minnesota, or on the steamer alongside of her, was fired with remarkable precision.

When we saw that our fire made no impression on the Monitor we determined to run into her if possible. We found it a very difficult feat to do. Our great length and draught, in a comparatively narrow channel, with but little water to spare, made us sluggish in our movements and hard to steer and turn. When the opportunity



THE MERRIMAC AFTER CONVERSION INTO THE IRONCLAD VIRGINIA.

presented all steam was put on; there was not, however, sufficient time to gather full headway before striking. The blow was given with the broad wooden stem, the iron prow having been lost the day before. The Monitor received the blow in such a manner as to weaken its effect, and the damage was to her trifling. Shortly after an alarming leak in the bows was reported. It, however, did not long continue.

While contending with the Monitor we received the fire of the Minnesota,* which we never failed to return whenever our guns could be brought to bear. We set her on fire and did her serious injury, though much less than we then supposed. Generally the distance was too great for effective firing. We blew up a steamer alongside of her.

The fight had continued over three hours. To us the Monitor appeared unharmed. We were, therefore, surprised to see her run off into shoal water, where our great draught would not permit us to follow, and where our shell could not reach her. The loss of our prow and anchor and consumption of coal, water, etc., had lightened us so that the lower part of the forward end of the shield was awash.

We for some time awaited the return of the Monitor to the roads. After consultation it was decided that we should proceed to the navy-yard, in order that the vessel should be brought down in the water and completed. The pilots said if we did not then leave that we could not pass the bar until noon the next day. We, therefore, at 12 M., quit the roads and stood for Norfolk. Had there been any sign of the Monitor's willingness to renew the contest, we would have remained to fight her. We left her in the shoal water, to which she had withdrawn, and which she did not leave until after we had crossed the bar on our way to Norfolk.

The official report says: "Our loss is two killed and nineteen wounded. The stem is twisted and the ship leaks; we have lost the prow, starboard anchor and all the boats; the armor is somewhat damaged, the steam-pipe and smoke-stack both riddled, the muzzles of the two guns shot away; the colors were hoisted to the smoke-stack and several times cut down from it." None were killed or wounded in the fight with the Monitor. The only damage she did was to the armor. She fired forty-

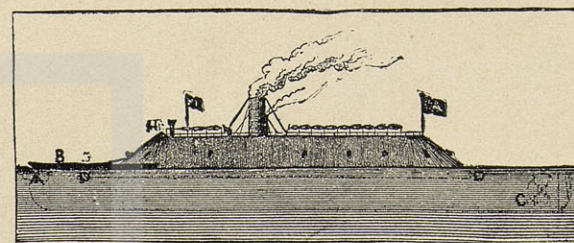
* She was a screw steam frigate of 3,200 tons, mounting 43 guns, of 8, 9 and 10-inch caliber. She fired 145 10-inch, 349 9-inch and 34 8-inch shot and shell, and 5,567 pounds of powder. Her draught was about the same as the Virginia.

one shots. We were enabled to receive most of them obliquely. The effect of a shot striking obliquely on the shield was to break all the iron, and sometimes to displace several feet of the outside course; the wooden backing would not be broken through. When a shot struck directly at right angles, the wood would also be broken through, but not displaced. Generally the shot were much scattered; in three instances two or more struck near the same place, in each case causing more of the iron to be displaced and the wood to bulge inside. A few struck near the water line. The shield was never pierced, though it was evident that two shots striking in the same place would have made a large hole through everything.

The ship was docked, a prow of steel and wrought iron put on, and a course of two-inch iron on the hull below the roof, extending in length one hundred and eighty feet. Want of time and material prevented its completion. The damage to the armor was repaired; wrought iron port-shutters were fitted, etc. The rifle-guns were supplied with bolts of wrought and chilled iron. The ship was brought a foot deeper in the water, making her draught twenty-three feet.

Commodore Josiah Tatnall relieved Admiral Buchanan in command. On the 11th of April he took the Virginia down to Hampton Roads, expecting to have a desperate encounter with the Monitor. Greatly to our surprise the Monitor refused to fight us. She closely hugged the shore under the guns of the fort, with her steam up. Hoping to provoke her to come out, the Jamestown* was sent in and captured several prizes, but the Monitor would not budge. It was proposed to take the vessel to York River, but it was decided in Richmond that she should remain near Norfolk for its protection.

Commodore Tatnall commanded the Virginia forty-five days, of which time there were only thirteen days that she was not in dock or in the hands of the navy-yard. Yet he



A. Prow of Steel. B. Wooden Bulwark. H. Pilot House. DD. Iron under water. C. Propeller.

THE VIRGINIA (MERRIMAC). FROM A SKETCH MADE THE DAY BEFORE THE FIGHT.

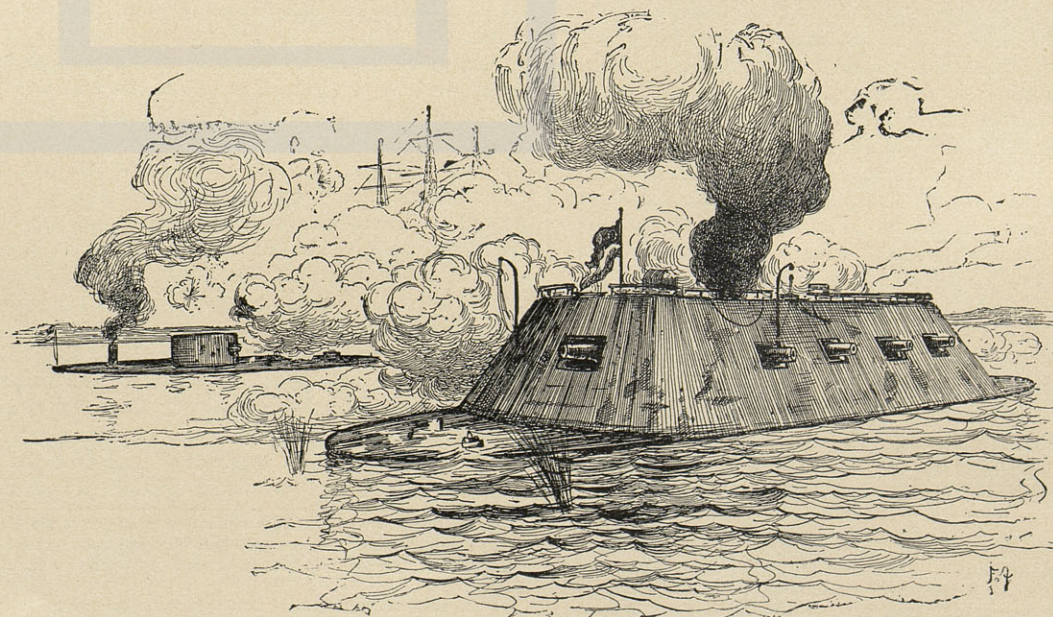
succeeded in impressing the enemy that we were ready for active service. It was evident that the enemy very much overrated† our power and efficiency. The South also had the same exaggerated idea of the vessel.

On the 8th of May a squadron, including the Monitor, bombarded our batteries at Sewalls Point. We immediately left the yard for the roads. As we drew near, the Monitor and her consorts ceased bombarding and retreated under the guns of the forts, keeping beyond the range of our guns.

Men-of-war from below the forts and vessels expressly fitted for running us down joined the other vessels between the forts. It looked as if the fleet was about to make a fierce onslaught on us. But we were again to be disappointed. The Monitor and other vessels did not venture to meet us, although we advanced until projectiles from the Ripraps fell more than half a mile beyond us. Our

* French and English men-of-war present. The latter cheered our gunboat as she passed with the prizes.

† Some of the Northern papers estimated her to be equivalent to an army corps.



THE BATTLE OF THE IRONCLADS.

* One of the sad attendants of civil war, divided families, was here illustrated. The flag-officer's brother was paymaster of the Congress. The first and second lieutenants had each a brother in the United States Army. The father of the fourth lieutenant was also in the United States Army. The father of one of the midshipmen was in the United States Navy.

† A sailing frigate of 50 guns and 1,726 tons.

‡ A sailing frigate of 1,867 tons, mounting 50 guns. She had a crew of 434, of whom there were 120 killed and missing.

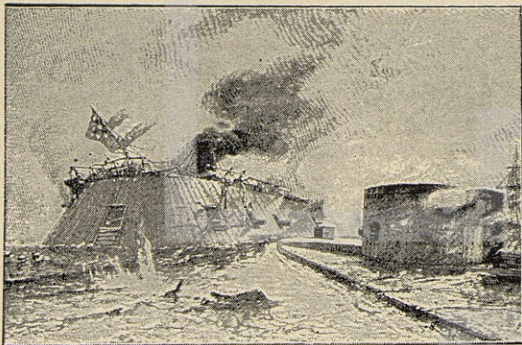
§ She was 173 feet long and 41 feet wide. She had a revolving circular iron turret 8 inches thick, 9 feet high and 20 feet inside diameter, in which were two 11-inch guns. Her draught was 10 feet.

object, however, was accomplished; we had put an end to the bombardment, and we returned to our buoy.

Norfolk was evacuated on the 10th of May. In order that the ship might be carried up the James River we commenced to lighten her, but ceased on the pilots saying they could not take her up. Her shield was then out of water; we were not in fighting condition. We therefore ran her ashore in the bight of Craney Island, landed the crew and set the vessel on fire. The magazine exploded about 4:30 on the morning of the 11th of May, 1862. The crew arrived at Drewrys Bluff the next day, and assisted in defeating the Monitor, Galena and other vessels on the 15th of May.

Commodore Tatnall was tried by court-martial for destroying the Virginia, and was "honorably acquitted" of all the charges. The court stated the facts, and their motives for acquitting him. Some of them are as follows: "That after the evacuation of Norfolk, Westover on James River became the most suitable position for her to occupy; . . . That when lightened she was made vulnerable to the attacks of the enemy. . . . The only alternative, in the opinion of the court, was to abandon and burn the ship then and there, which, in the judgment of the court, was deliberately and wisely done."

NOTE.—The above deeply interesting narrative of the gallant and accomplished executive officer of the Virginia was prepared for the Southern Historical Society, Richmond, Va., not long before his lamented death.



THE VIRGINIA AND MONITOR AT CLOSE QUARTERS.

LIST OF OFFICERS OF THE CONFEDERATE STATES IRONCLAD VIRGINIA, MARCH 8, 1862.

Flag-Officer—Franklin Buchanan. Lieutenants—Catesby Ap R. Jones, Executive and Ordnance Officer; Charles C. Sims, R. D. Minor (flag), Hunter Davidson, J. Taylor Wood, J. R. Eggleston and Walter Butt. Midshipmen—Foute, Marmaduke, Littlepage, Craig, Long and Roots. Paymaster—James Semple. Surgeon—Dinwiddie Phillips. Assistant Surgeon—Algernon S. Garnett. Captain of Marines—Reuben Thom. Engineers—H. A. Ramsey, Acting Chief; Assistants—Tynan, Campbell, Herring, Jack and White. Boatswain—Hasker. Gunner—Oliver. Carpenter—Lindsey. Clerk—Arthur Sinclair, Jr. Volunteer Aid—Lieutenant Douglass Forrest, Confederate States Army. Captain Kevill, commanding detachment of Norfolk United Artillery. Signal Corps—Sergeant Tabb.

ACCOMPLISHMENTS OF THE CONFEDERATE FLEET.

On the 8th and 9th of March, 1862, the Confederate States fleet had successfully encountered, defied and beaten a force equal to 2,890 men and 230 guns, as follows:

	MEN.	GUNS.
Congress (burned)	480	50
Cumberland (sunk)	360	22
Minnesota (riddled)	550	40
Roanoke (scared off)	550	40
St. Lawrence (peppered)	480	50
Gunboats (two or three disabled)	120	6
Forts (silenced)	200	20
Ericsson (Monitor)	150	2
Total	2,890	230

DESTRUCTION OF THE VIRGINIA.

(MERRIMAC.)

BY
CAPTAIN JOSIAH TATNALL.

RICHMOND, May 14, 1862.

IN detailing the circumstances which caused the destruction of the Confederate States steamer Virginia, and her movements a few days previous to that event, I received telegraphic dispatches, on the 4th and 5th inst., from the Secretary of the Navy, directing me to take such a position in the James River as would entirely prevent the enemy's ascending it.

General Huger, commanding at Norfolk, on learning that I had received this order, called on me and declared that its execution would oblige him to abandon immediately his forts on Craney Island and Sewalls Point, and their guns, to the enemy. I informed him that as the order was imperative I must execute it, but suggested that he should telegraph the Secretary of the Navy and state the consequences. He did so, and on the 5th inst. the secretary telegraphed me to endeavor to afford protection to Norfolk as well as the James River, which replaced me in my original position. I then arranged with the general that he should notify me when his preparations for the evacuation of Norfolk were sufficiently advanced to enable him to act independently.

On the 7th inst. Commodore Hollins reached Norfolk with orders from the Secretary of the Navy to consult with me and such officers as I might select in regard to the best disposition to be made of the Virginia under the present aspect of things.

We had arranged the conference for the next day, the 8th; but on that day, before the hour appointed, the enemy attacked the Sewalls Point battery, and I left immediately with the Virginia to defend it.

We found six of the enemy's vessels, including the ironclad steamers Monitor and Naugatuck, shelling the battery. We passed the battery, and stood directly for the enemy for the purpose of engaging him, and I thought an action certain, particularly as the Minnesota and Vanderbilt, which were anchored below Fortress Monroe, got under way, and stood up to that point, apparently with the intention of joining their squadron in the roads. Before, however, we got within gunshot, the enemy ceased firing and retired with all speed, under the protection of the guns of the fortress, followed by the Virginia until the shells from the Ripraps passed over her.

The Virginia was then placed at her moorings near Sewalls Point, and I returned to Norfolk to hold the conference referred to.

It was held on the 9th, and the officers present were Colonel Anderson and Captain —, of the army, selected by General Huger, who was too unwell to attend himself; and of the navy, myself, Commodore Hollins and Captains Sterrett and Lee, Commander Richard L. Jones and Lieutenants Catesby Ap R. Jones and J. Pembroke Jones.

The opinion was unanimous that the Virginia was then employed to the best advantage, and that she should continue for the present to protect Norfolk and thus afford time to remove the public property.

On the next day, at 10 A. M., we observed from the Virginia that the flag was not flying on the Sewalls Point battery, and that it appeared to have been abandoned. I dispatched Lieutenant J. P. Jones, the flag-lieutenant, to Craney Island, where the Confederate flag was still flying, and he there learned that a large force of the enemy had landed on the bay shore and were rapidly marching on Norfolk, that the Sewalls Point battery was abandoned and our troops were retreating. I then dispatched the same officer to Norfolk, to confer with General Huger and

Captain Lee. He found the navy-yard in flames, and that all the officers had left by railroad. On reaching Norfolk he found that General Huger and all the officers of the army had also left; that the enemy were within half a mile of the city, and that the mayor was treating for its surrender.

On returning to the ship he found that Craney Island and all the other batteries on the river had been abandoned.

It was now 7 o'clock in the evening, and this unexpected confirmation rendered prompt measures necessary for the safety of the Virginia.

The pilots had assured me that they could take the ship, with a draught of eighteen feet, to within forty miles of Richmond.

This, the chief pilot, Mr. Parrish, and his chief assistant, Mr. Wright, had asserted again and again; and on the afternoon of the 7th, in my cabin, in the presence of Commodore Hollins and Captain Sterrett, in reply to a question of mine, they both emphatically declared their ability to do so.



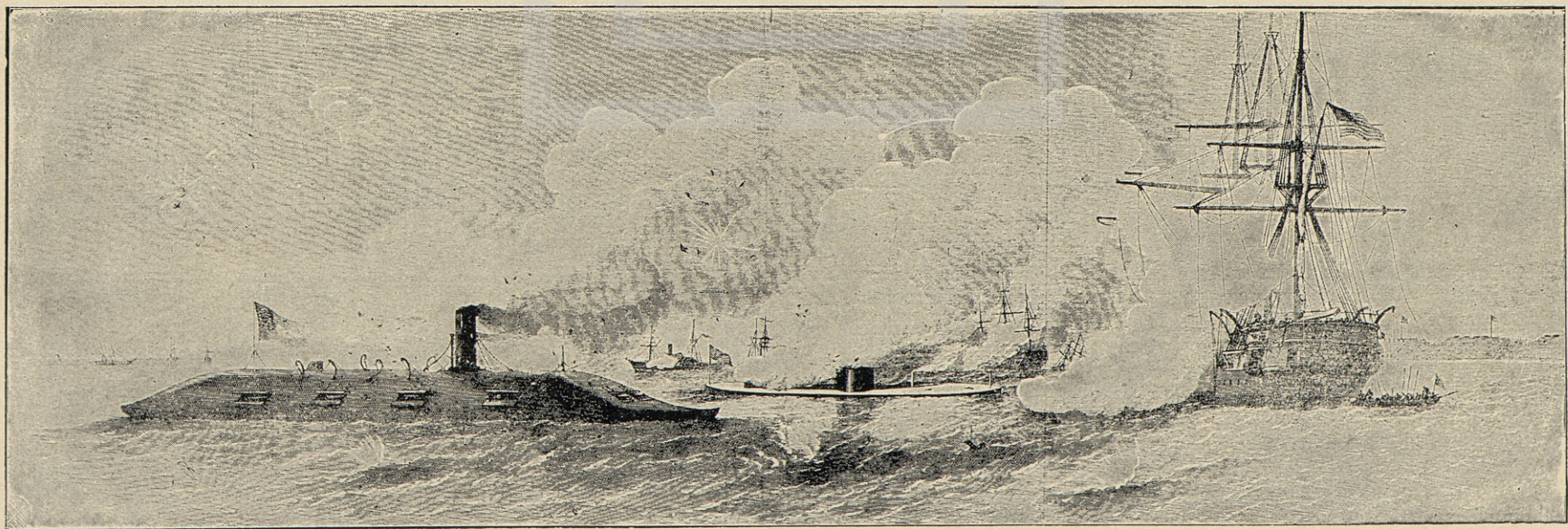
COMMODORE JOSIAH TATNALL, OF GEORGIA.

Confiding in these assurances, and after consulting with the first and flag-lieutenants, and learning that officers generally thought it the most judicious course, I determined to lighten the ship at once and run up the river for the protection of Richmond.

All hands having been called on deck, I stated to them the condition of things, and my hope that by getting up the river before the enemy could be made aware of our designs we might capture his vessels which had ascended it and render efficient aid in the defense of Richmond, but that to effect this would require all their energy in lightening the ship. They replied with three cheers, and went to work at once. The pilots were on deck and heard this address to the crew.

Being quite unwell I had retired to bed. Between 1 and 2 o'clock in the morning the first lieutenant reported to me that, after the crew had worked for five or six hours and lifted the ship so as to render her unfit for action, the pilots had declared their inability to carry eighteen feet above the Jamestown flats, up to which point the shore on each side was occupied by the enemy.

On demanding from the chief pilot, Mr. Parrish, an explanation of this palpable deception, he replied that



Virginia.

Jamestown.

Yorktown.

Monitor.

Congress.

Cumberland.

Minnesota.

Newport News.

ACTION BETWEEN THE VIRGINIA AND THE MONITOR.

eighteen feet could be carried after the prevalence of easterly winds, and that the winds for the last two days had been westerly.

I had no time to lose. The ship was not in a condition for battle even with an enemy of equal force, and their force was overwhelming. I therefore determined, with the concurrence of the first and flag-lieutenants, to save the crew for future service by landing them at Craney Island, the only road for retreat open to us, and to destroy the ship to prevent her falling into the hands of the enemy. I may add that, although not formally consulted, the course was approved by every commissioned officer in the ship. There was no dissenting opinion. The ship was accordingly put on shore, as near the mainland in the vicinity of Craney Island as possible, and the crew landed. She was then fired, and after burning fiercely fore and aft for upward of an hour, blew up a little before 5 on the morning of the 11th.

We marched for Suffolk, twenty-two miles, and reached it in the evening, and from thence came by railroad to this city.

It will be asked what motives the pilots could have had to deceive me. The only imaginable one is that they wished to avoid going into battle.

Had the ship not been lifted so as to render her unfit for action, a desperate contest must have ensued, with a force against us too great to justify much hope of success, and, as battle is not their occupation, they adopted this

BATTLE ON THE MISSISSIPPI, NEAR FORT PILLOW, BETWEEN THE CONFEDERATE AND FEDERAL GUNBOATS,

MAY 10, 1862.

BY

CAPTAIN J. E. MONTGOMERY,
Commanding River Defense Service.

FLAGBOAT LITTLE REBEL,
FORT PILLOW, TENN., May 11, 1862.

HAVING previously arranged with my officers the order of attack on the Federal gunboats, our boats left their moorings at 6 A. M., and, proceeding up the river, passed around a sharp point, which brought us in full view of the enemy's fleet, numbering eight gunboats and twelve mortar boats.

The Federal gunboat Carondelet [should be the Cincinnati] was lying nearest us, guarding a mortar boat that was shelling the fort. The General Bragg, Captain Leonard, dashed at her, she firing her heavy guns and retreating toward a bar, where the depth of water would

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 injury.

Our casualties were two killed and one wounded—arm broken.

General M. Jeff. Thompson was on board the General Bragg; his officers and men were divided among the boats. They were all at their posts, ready to do good service, should an occasion offer.

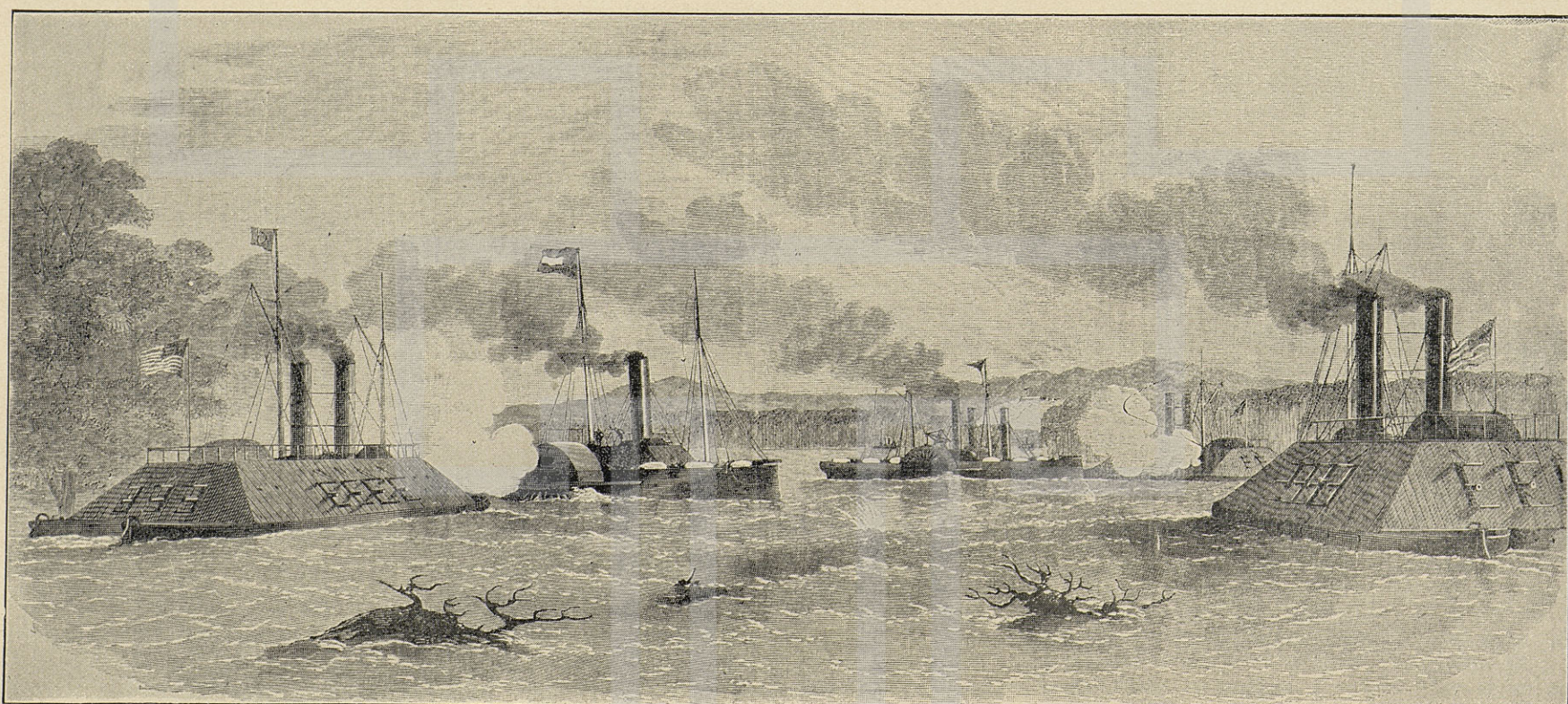
To my officers and men I am highly indebted for their courage and promptness in executing all orders.

On the 11th instant I went, on the Little Rebel, in full view of the enemy's fleet. Saw the Carondelet [the Cincinnati] sunk near the shore, and the Mound City sunk on the bar.

J. E. MONTGOMERY,

Senior Captain, Commanding River Defense Service.

A JOKE IN THE THICK OF THE BATTLE.—An old Tarheel, who was "thar," says that at the battle of Chancellorsville, while the fight was raging, General Rodes rode up to General Ramseur and asked him what time it was. Ramseur, pulling out his old timepiece slowly, said: "General, in such an emergency as this my old watch never runs." Rodes "took" right off, and returned to where the bullets were "ticking" the seconds. —*Waynesboro Times*.



Benton (Federal).

Van Dorn (Confederate).

Price and Little Rebel (Confederate).

Cincinnati (Federal).

Carondelet (Federal).

BATTLE NEAR FORT PILLOW, MISSISSIPPI RIVER, BETWEEN THE CONFEDERATE AND FEDERAL GUNBOATS.

deceitful course to avoid it. I can not imagine another motive, for I had seen no reason to mistrust their good faith to the Confederacy.

My acknowledgments are due to First Lieutenant Catesby Ap R. Jones for his untiring exertions and for the aid he rendered me in all things. The details for firing the ship and landing the crew were left to him, and everything was conducted in the most perfect order.

To the other officers of the ship, generally, I am thankful for the great zeal they displayed throughout.

The Virginia no longer exists, but three hundred brave and skillful officers and seamen are saved to the Confederacy.

I presume that a court of inquiry will be ordered to examine into all the circumstances I have narrated, and I earnestly solicit it. Public opinion will never be put right without it.

JOSIAH TATNALL,
Flag-Officer Commanding.

A SOLDIER, being on picket reserve, went to a farmhouse, as he said, to borrow a frying pan, but for what none could imagine, as there was nothing to fry. However, he went to the house, and knocked at the door, which was opened by a lady who asked what he wished. "Madam, could you lend me a frying pan? I belong to the picket down here." "Yes, sir," and forthwith came the pan. He took it, looked in it, turned it over again and looked into it very hard, as if not certain it was clean. "Well, sir," said the lady, "can I do anything more for you?" "Could—could—could you lend me a piece of meat to fry in it, ma'am?" and he laughed in spite of himself. He got it.

not be sufficient for our boats to follow. The Bragg continued boldly on under fire of nearly the whole fleet, and struck her a violent blow that stopped her further flight, then rounded down the river under a broadside fire, and drifted until her tiller-ropes, that had got out of order, could be readjusted. A few moments after the Bragg struck her blow, the General Sterling Price, Flag-Officer Thos. E. Henthorn, ran into the same boat, a little aft of her starboard midship, carrying away her rudder, stern-post and a large piece of her stern. This threw the Carondelet's [Cincinnati's] stern to the Sumter, Captain W. W. Lamb, who struck her, running at the utmost speed of his boat.

The General Van Dorn, Captain Isaac D. Fulkerson, running according to orders, in rear of the Price and Sumter, directed his attention to the Mound City, at the time pouring broadsides into the Price and Sumter. As the Van Dorn proceeded, by skillful shots from her thirty-two pounder, W. G. Kendall, gunner, silenced a mortar boat that was filling the air with its terrible missiles. The Van Dorn still holding on the Mound City's midship, 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 Jefferson Thompson, Captain J. H. Burke, the Colonel Lovell, Captain J. C. Delancy, and the General Beauregard, Captain J. H. Hart, were entering boldly into the contest in their prescribed order, I perceived from the flagboat that the enemy's boats were taking position where the water was too shallow for our boats to follow them, and as our cannon were far inferior to theirs, both in number and size, I signalled our boats to fall back, which was accomplished with a coolness that deserves the highest commendation.

CRUISE OF THE STEAMER PRICE

UP THE

MISSISSIPPI RIVER FROM NEW ORLEANS
TO MEMPHIS,

INCLUDING THE

BATTLE ABOVE FORT PILLOW.

FROM THE STEAMER'S "LOG" BOOK.

WRITTEN BY PURSER L. F. DELISDIMIER.

MARCH 25, 1862.—Left New Orleans at 9 P. M., with the following officers: J. H. Townsend, captain; Thos. E. Henthorn, first officer; L. F. Delisdimier, purser; George L. Richardson, second officer; William Branden, chief engineer; J. H. Frobes, assistant engineer.

MARCH 28th.—Laid up last night on account of fog; left Red River at 10 A. M.; passed the General Bragg to-day.

MARCH 29th.—Arrived at Vicksburg at 4 P. M., and found the Bragg had stopped here; left at 5:30 P. M.; found no iron there. Weather pleasant.

MARCH 31st.—Arrived at Eunice at 8 P. M. Informed the railroad agent that we wanted some iron. He said he had none. Our captain then told him he would have to tear up his track, and set the men at it, and soon had some three miles torn up and ready to carry on board.

APRIL 3d.—Left Eunice yesterday afternoon, after getting on board all the iron that we wanted to finish the Price and Van Dorn. Arrived at Memphis at 3 P. M., found the Bragg had arrived yesterday afternoon. At 4 P. M. the Van Dorn came up. Captain Townsend, being

PROSPECTUS.

The Confederate Soldier in the Civil War.

The publication of "The Soldier in Our Civil War," "Harper's Pictorial History of the Civil War," and the "Pictorial Battles of the War," the three greatest and most stupendous "Pictorial Histories" ever published in this or any other country, renders necessary a companion volume giving the Confederate side of the late Civil War.

To fully appreciate the magnitude of the war and to completely understand the triumph won by the army and navy of the United States, it is necessary to read the history of both sides in the conflict. The story of the Confederate States upon the land and water possesses the same thrilling interest, offers as many acts of heroism and equally illustrates American manhood, valor and endurance.

THE ENGRAVINGS

That will illustrate the "Confederate Soldier in the Civil War" will number over ONE THOUSAND, and will cover a space considerably over 30,000 square inches, costing over \$25,000. Are from sketches made by a corps of artists who followed the fortunes of the armies, and who justly rank among the heroes of the war, braving every hardship and peril of the war, often under fire, and in the most dangerous positions during the battles in the business of their vocation. They will represent portraits of the President and Vice-President of the Confederacy, members of the Cabinet and department officers, signers of the Constitution of the Confederacy, governors of the seceding States, officers of the army and navy, faithful and authentic sketches of places of note, battles, sieges, charges, camp life, bombardments, naval engagements, conflicts, gunboats, cruisers, rams, blockade runners, etc.

To the veteran these engravings will recall memories of familiar faces, of his life on the tented field or quarter-deck, of many a hard fought battle, of marches, bivouacs, camp fire, and the numerous scenes and incidents peculiar to the daily life of a soldier or sailor, while to his children and the present generation they will convey the reality of war with a vividness that nothing else can convey.

For fifteen years the editors have been collecting material and data for this work, the search has accumulated for them manuscript, archives, photographs, etc., inaccessible to any other persons. They bring to the execution of the work much experience, and a reputation for accuracy and sincerity, without prejudice or passion, so closely and earnestly have they studied their subject, and arranged their matter, that they are more masters of their subject than any men living.

It would be impossible to indicate the full contents of the book in the limited space on this circular; we, however, give below

PARTIAL TABLE OF CONTENTS.

1. FOUNDATION and Formation of the Confederacy and the Secession of the Southern States and the prominent part taken by President Jefferson Davis, members of the Cabinet and governors of the seceding States.
2. ORDINANCES of Secession of the Southern States, including Maryland, Missouri, Arkansas and Tennessee—tables showing dates of secession and the votes thereon.
3. CONSTITUTIONS of the Confederate States; dates of the Ratification of the Constitution by the different States; names of the signers of the Constitution (with portraits).
4. GOVERNORS of the Southern (Confederate) States, 1861-1865, with terms of office (portraits).
5. CONFEDERATE CONGRESS, names of Senators and Members of the house, from each State and Territory, in the Provisional, First and Second Congresses.
6. THE CONFEDERATE TREASURY, State, Post Office, War, Navy, Justice and Patent Office departments.
7. Confederate Notes, Bonds, etc.
8. BATTLES OF THE WAR, from the Firing on Fort Sumter to the surrender at Appomattox, Sieges, Charges, Skirmishes, Marches, etc., as described by Generals R. E. Lee, Stonewall Jackson, A. S. Johnston, J. E. Johnston, Beauregard and others.
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