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BATTLES AND LEADERS OF THE CIVIL WAR

THE CENTURY WAR BOOK

PEOPLE'S PICTORIAL EDITION



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(COMMANDER OF THE CONFEDERATE ARMY IN THE CAMPAIGN)

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THE INVASION, BY GENERAL J. B. HOOD, C. S. A.
(COMMANDING THE INVADING ARMY)
(CONTINUED IN PART XVIII)



NEW YORK: THE CENTURY CO.

Battles and Leaders of the Civil War.

THE CENTURY WAR BOOK.

IMPORTANT FEATURES OF THE "PEOPLE'S PICTORIAL EDITION."

Fort Sumter.

The Union side, by GEN. DOUBLEDAY, Executive Officer of the Fort, and by a sergeant of the garrison; the Confederate side, by GEN. STEPHEN D. LEE, Aide-de-Camp to Gen. Beauregard, the Confederate Commander, who besieged Fort Sumter.

Bull Run.

The Union side, by GEN. FRY of the staff of Gen. McDowell, commanding the Union forces, and by Walt Whitman the poet, who describes the return of the retreating troops to Washington as seen by him while nursing in the hospital; the Confederate side, by GEN. BEAUREGARD, commanding the Confederate Army of the Potomac, and by GEN. IMBODEN, commanding a battery of artillery.

Fort Donelson.

Graphically described by GEN. LEW WALLACE, author of "Ben Hur," etc., commanding the Third Division of the Union forces.

Shiloh.

By GEN. GRANT, the Union Commander, supplemented by an article by GEN. BUELL; the Confederate side described by COL. WM. PRESTON JOHNSTON, son of the Confederate Commander, Albert Sidney Johnston, killed at Shiloh—the second day's fighting described by GEN. BEAUREGARD, who took command after the death of Gen. Johnston.

The Fight Between the "Monitor" and the "Merrimac."

By a LIEUTENANT ON THE "MERRIMAC" and by THE EXECUTIVE OFFICER OF THE "MONITOR." Capt. Ericsson tells how the "Monitor" was invented, and a survivor of the crew describes her loss in a storm off Hatteras.

The Peninsular Campaign.

By GEN. GEORGE B. McCLELLAN, who commanded the Union Army, with a supplementary article by PHILIPPE COMTE DE PARIS, of Gen. McClellan's staff, and articles on the various battles of the campaign—Seven Pines, Hanover Court House, Gaines' Mill, Malvern Hill, The Seven Days' Fighting, by generals on both sides, including FITZ-JOHN PORTER, LONGSTREET, D. H. HILL, GUSTAVUS W. SMITH, and JOSEPH E. JOHNSTON.

The Capture of New Orleans.

The Union side, by ADMIRAL PORTER, who commanded the mortar fleet, and by COMMANDER BARTLETT, and CAPTAIN KAUTZ; the Confederate side, by CAPT. BEVERLEY CANNON, and by George W. Cable, the famous novelist, who was a lad in New Orleans at the time of the capture.

The Second Battle of Bull Run.

By GEN. JOHN POPE, Union Commander; the Confederate side by GEN. LONGSTREET, and GEN. TALIAFERRO.

Antietam.

The Union side, by GEN. McCLELLAN, with notes by GEN. JOSEPH HOOKER, the story of the battle as seen from the ranks by a private, and an army correspondent's account of it by Charles Carleton Coffin; the Confederate side, by GEN. LONGSTREET, who commanded the right and center, and "A Southern Woman's Recollections of Antietam."

From Corinth to Murfreesboro'.

Including the Battle of Iuka, by GEN. HAMILTON; the Battle of Corinth, by GEN. ROSECRANS; Murfreesboro', by GEN. CRITTENDEN, commanding the left wing; the Confederate side by COL. URQUHART, of Gen. Bragg's staff.

Fredericksburg.

The Union side, by GEN. COUCH, commanding the Second Corps, and by GEN. AMES and GEN. REYNOLDS; the Confederate side, by GEN. M'LAWS and other Confederate officers.

Chancellorsville.

The Union side, by GEN. PLEASANTON, commanding the cavalry, by GEN. HOWARD, commanding the Eleventh Corps, and by LIEUT.-COL. JACKSON, of Gen. Newton's staff; the Confederate side, with special reference to the death of Stonewall Jackson, described by the REV. JAMES POWER SMITH, Stonewall Jackson's aide-de-camp.

Gettysburg.

A wonderful description of this great battle by leaders on both sides, with connecting notes by GEN. DOUBLEDAY, making the whole story of the battle easily understood. The articles are by GEN. LONGSTREET, commanding the First Corps of Lee's army, GEN. HENRY J. HUNT, chief of artillery of the Army of the Potomac (Union); GEN. ALEXANDER, chief of Longstreet's artillery; GEN. KERSHAW, who commanded Kershaw's Confederate brigade; GEN. E. M. LAW, who commanded a Confederate division in the assault on "Round Top"; GEN. IMBODEN, commanding a Confederate cavalry brigade; LIEUT.-COL. RICE, U. S. A., etc., etc.

Vicksburg.

The Union side, by GEN. GRANT, commander of the besieging armies; the Confederate side, by COL. LOCKETT, chief engineer of the defenses of Vicksburg.

Chickamauga.

The Confederate side, describing the great attack, by GEN. D. H. HILL, commanding a Confederate corps; the Union side, by GEN. OPDYCKE, who was Colonel of the 125th Ohio in the battle, by GEN. FULLERTON, who was Gen. Granger's chief-of-staff, and by GEN. THURSTON, who was on Gen. McCook's staff.

Chattanooga.

By GEN. GRANT, commanding the Union Army; the assault on Missionary Ridge described by GEN. FULLERTON, Union, and by GEN. BRAXTON BRAGG, Confederate.

Operations on the Atlantic Coast.

The Burnside expedition, described by GEN. BURNSIDE; the attack on Charleston, by GEN. QUINCY A. GILLMORE; Fort Fisher, by CAPT. SELFRIDGE, commanding a naval division; the Confederate ram "Albemarle," by her builder, Gilbert Elliott, with the thrilling story of the destruction of the "Albemarle," by COMMANDER CUSHING, who led the expedition to sink the ram.

The Wilderness.

The Union side, by GEN. GRANT, GEN. ALEXANDER S. WEBB, GEN. MARTIN McMAHON, GEN. WM. FARRAR SMITH, and others; the Confederate side, by GEN. E. M. LAW, Geo. Cary Eggleston, and others.

Sherman's March.

Including a great article by GEN. SHERMAN, with articles by GEN. O. O. HOWARD and GEN. HENRY W. SLOCUM; the Confederate side, by GEN. JOSEPH E. JOHNSTON, who opposed Sherman's march to Atlanta, and others.

Sheridan in the Shenandoah.

The Union side, by GEN. WESLEY MERRITT; the Confederate side, by GEN. JUBAL A. EARLY.

Petersburg.

By MAJOR POWELL, who describes the Battle of the Crater; GEN. HENRY G. THOMAS, and others.

The Fight Between the "Alabama" and the "Kearsarge."

A great story of this famous fight, related by THE EXECUTIVE OFFICER OF THE "ALABAMA" and by THE SURGEON OF THE "KEARSARGE."

Five Forks and Appomattox.

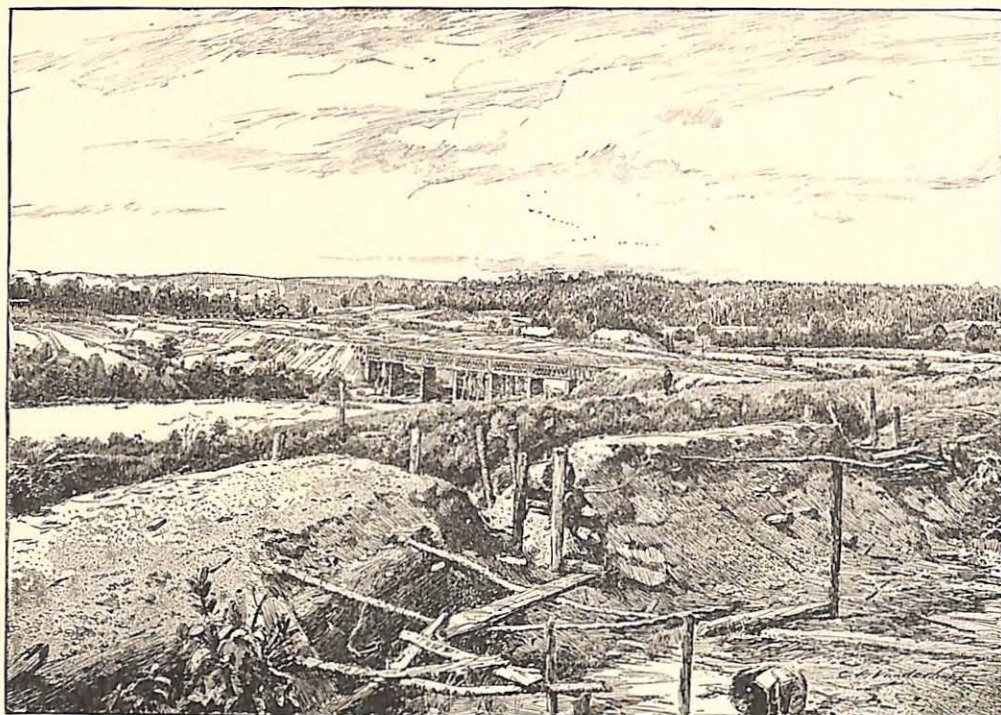
By GEN. HORACE PORTER, of Gen. Grant's staff, with articles on the fall of Richmond by a CONFEDERATE CAPTAIN, and the occupation by A MEMBER OF GEN. WEITZEL'S STAFF; with an article on "The Last Days of the Confederacy," by the Confederate GEN. DUKE, and the story of the grand review in Washington, by GEN. SLOCUM.

In addition to the battles and campaigns described above, there are papers on many other important engagements, such as the Battle of Mobile Bay, the Pea Ridge Campaign, by Gen. Sigel, famous cavalry raids described by their leaders, Hood's invasion of Tennessee, numerous articles by privates on both sides describing the life in the ranks, etc., etc.

A Superb Popular Edition of the world-famous "Century War Book," including all the most striking features of that great work, with the connecting material condensed for popular reading. Including, also, all the important illustrations.

COMPLETE IN TWENTY PARTS.

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CONFEDERATE WORKS ON THE SOUTH BANK OF THE CHATTAHOOCHEE.

wrote me at Savannah from Washington under date of December 26th, 1864:

"When you were about leaving Atlanta for the Atlantic coast I was anxious, if not fearful; but feeling that you were the better judge, and remembering 'nothing risked, nothing gained,' I did not interfere. Now the undertaking being a success, the honor is all yours; for I believe none of us went further than to acquiesce; and taking the work of General Thomas into account, as it should be taken, it is indeed a great success. Not only does it afford the obvious and immediate military advantages, but in showing to the world that your army could be divided, putting the stronger part to an important new service, and yet leaving enough to vanquish the old opposing force of the whole, Hood's army, it brings those who sat in darkness to see a great light. But what next? I suppose it will be safer if I leave General Grant and yourself to decide."

So highly do I prize this testimonial that I preserve Mr. Lincoln's letter, every word in his own handwriting, unto this day; and if I know myself, I believe on receiving it I experienced more satisfaction in giving to his overburdened and weary soul one gleam of satisfaction and happiness, than of selfish pride in an achievement which has given me among men a larger measure of fame than any single act of my life. There is an old maxim of war that a general should not divide his forces in the presence of an enterprising enemy, and I confess that I felt more anxious for General Thomas's success than my own, because had I left him with an insufficient force it would have been adjudged ungenerous and unmilitary in me; but the result, and Mr. Lincoln's judgment after the event, demonstrated that my division of force was liberal, leaving to Thomas "enough to vanquish the old opposing force of the whole, Hood's army," and retaining for myself enough to march to the sea, and thence north to Raleigh, in communication with the old Army of

the Potomac which had so long and heroically fought for Richmond, every officer and soldier of which felt and saw the dawn of peace in the near approach of their comrades of the West, who, having finished their task, had come so far to lend them a helping hand if needed. I honestly believe that the grand march of the Western army from Atlanta to Savannah, and from Savannah to Raleigh, was an important factor in the final result, the overwhelming victory at Appomattox, and the glorious triumph of the Union cause.

Meantime Hood, whom I had left at and near Florence, 317 miles to my rear, having completely reorganized and resupplied his army, advanced against Thomas at Nashville [see p. 277], who had also made every preparation. Hood first encountered Schofield at Franklin, November 30th, 1864, attacked him boldly behind his intrenchments, and sustained a positive check, losing 6252 of his best men, including Generals Cleburne and Adams, who were killed on the very parapets, to Schofield's loss of 2326. Nevertheless he pushed on to Nashville, which he invested. Thomas, one of the grand characters of our civil war, nothing dismayed by danger in front or rear, made all his preparations with cool and calm deliberation; and on the 15th of December sallied from his intrenchments, attacked Hood in his chosen and intrenched position, and on the next day, December 16th, actually annihilated his army, eliminating it thenceforward from the problem of the war. Hood's losses were 15,000 men to Thomas's 3057. Therefore at the end of the year 1864, the conflict at the West was concluded, leaving nothing to be considered in the grand game of war but Lee's army, held by Grant in Richmond, and the Confederate detachments at Mobile and along the sea-board north of Savannah. . . .

OPPOSING SHERMAN'S ADVANCE TO ATLANTA.

BY JOSEPH E. JOHNSTON, GENERAL, C. S. A.
Commander of Confederate army during the campaign from Dalton to Atlanta.

PRESIDENT DAVIS transferred me from the Department of Mississippi to the command of the Army of Tennessee by a telegram received December 18th, 1863, in the camp of Ross's brigade of cavalry near Bolton. I assumed that command at Dalton on the 27th. . . . In the inspections, which were made as soon as practicable, the appearance of the army was very far from being "matter of much congratulation." Instead of a reserve of muskets there was a deficiency of six thousand and as great a one of blankets, while the number of bare feet was painful to see. The artillery horses were too feeble to draw the guns in fields, or on a march, and the mules were in similar condition. . . . The last return of the army was of December 20th, and exhibited an effective total of less than 36,000, of whom 6000 were without arms and as many without shoes. . . .

The instruction, discipline, and spirit of the army were much improved between the 1st of January and the end of April, and its numbers were increased. The efforts for the latter object brought back to the ranks about five thousand of the men who had left them in the rout of Missionary Ridge. On the morning report of April 30th the totals were: 37,652 infantry, 2812 artillery with 112 guns, and 2392 cavalry. This is the report as corrected by Major Kinloch Falconer, assistant adjutant-general, from official records in his office. Sherman had assembled at that time an army of 98,797 men and 254 guns; but before the armies actually met, three divisions of cavalry under Generals Stoneman, Garrard, and McCook added 10,000 or 12,000 men to the number. The object prescribed to him by General Grant was "to move against John-

ston's army, to break it up, and to get into the interior of the enemy's country as far as he could, inflicting all the damage possible on their war resources."

The occupation of Dalton by General Bragg had been accidental. He had encamped there for a night in his retreat from Missionary Ridge, and had remained because it was ascertained next morning that the pursuit had ceased. Dalton is in a valley so broad as to give ample room for the deployment of the largest American army. Rocky-face, which bounds it on the west, terminates as an obstacle three miles north of the railroad gap, and the distance from Chattanooga to Dalton around the north end exceeds that through the railroad gap less than a mile; and a general with a large army, coming from Chattanooga to attack an inferior one near Dalton, would follow that route and find in the



MAJOR-GENERAL JOHN A. LOGAN.
From a photograph.

broad valley a very favorable field.

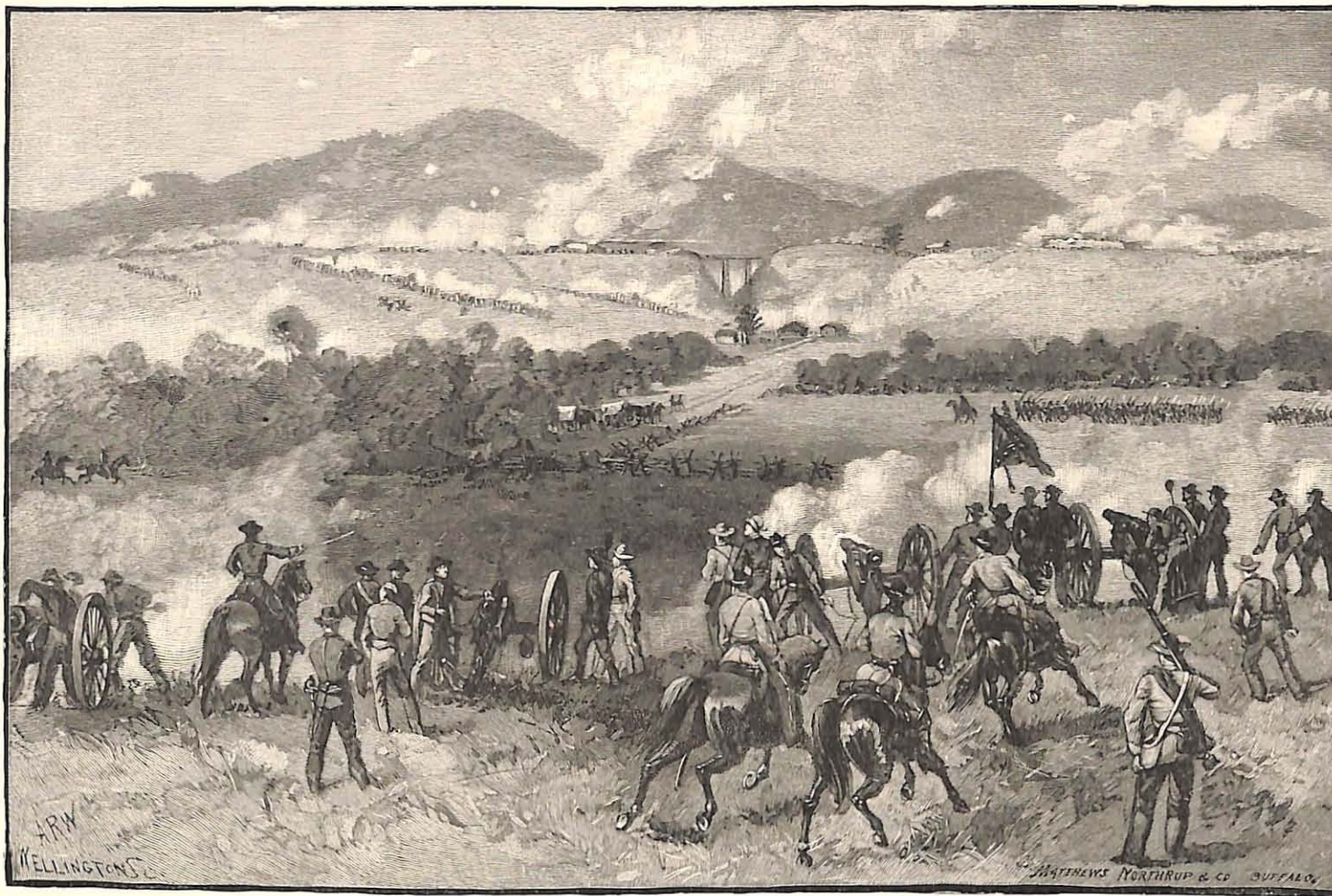
Mr. Davis descants on the advantages I had in mountains, ravines, and streams, and General Sherman claims that those features of the country were equal to the numerical difference between our forces. I would gladly have given all the mountains, ravines, rivers, and woods of Georgia for such a supply of artillery ammunition, proportionally, as he had. Thinking as he did, it is strange that he did not give himself a decided superiority of actual strength, by drawing troops from his three departments of the Cumberland, the Tennessee, and the Ohio, where, according to Secretary Stanton's report of 1865, he had 139,000 men fit for duty. The country in which the two armies operated is not rugged; there is nothing in its character that gave advantage to the Confederates. Between Dalton and Atlanta the only mountain in sight of the railroad is Rocky-face, which aided the Federals. The small military value of mountains is indicated by the fact that in the Federal attack on June 27th our troops on Kenesaw suffered more than those on the plain.

During the previous winter Major-General Gilmer, chief engineer, had wisely made an admirable base for our army by intrenching Atlanta.

As a road leads from Chattanooga through Snake



MAJOR-GENERAL JOHN M. CORSE, U. S. V.
Who "Held the Fort" at Allatoona.



THE BATTLE OF ALLATOONA, OCTOBER 5, 1864.

From "The Mountain Campaigns in Georgia, or War Scenes on the W. & A.," published by the Western & Atlantic R. R. Co.

Creek Gap to the railroad bridge at Resaca, a light intrenchment to cover 3000 or 4000 men was made there; and to make quick communication between that point and Dalton, two rough country roads were so improved as to serve that purpose.

On the 1st of May I reported to the Administration that the enemy was about to advance, suggesting the transfer of at least a part of General Polk's troops to my command. Then the cavalry with convalescent horses was ordered to the front, — Martin's division to observe the Oostenaula from Resaca to Rome, and Kelly's little brigade to join the cavalry on the Cleveland road.

On the 4th the Federal army, including the troops from Knoxville, was at Ringgold. Next day it skirmished until dark with our advance guard of cavalry. This was repeated on the 6th. On the 7th it moved forward, driving our cavalry from Tunnel Hill, and taking a position in the afternoon in front of the railroad gap, and parallel to Rocky-face — the right a mile south of the gap, and the left near the Cleveland road.

Until that day I had regarded a battle in the broad valley in which Dalton stands as inevitable. The greatly superior strength of the Federal army

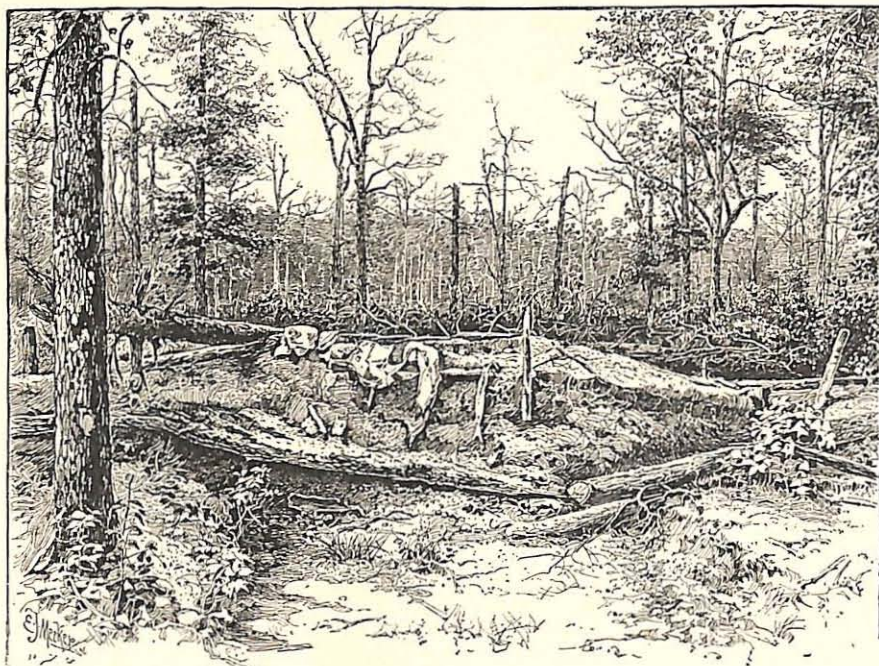
made the chances of battle altogether in its favor. It had also places of refuge in case of defeat, in the intrenched pass of Ringgold and in the fortress of Chattanooga; while we, if beaten, had none nearer than Atlanta, 100 miles off, with three rivers intervening. General Sherman's course indicating no intention of giving battle east of Rocky-face, we prepared to fight on either side of the ridge. . . . About 10 o'clock A. M. of the 13th the Confederate army moved from Dalton and reached Resaca just as the Federal troops approaching from Snake Creek Gap were encountering Loring's division a mile from the station. Their approach was delayed long enough by Loring's opposition to give me time to select the ground to be occupied by our troops. And while they were taking this ground the Federal army was forming in front of them. The left of Polk's corps occupied the west face of the intrenchment of Resaca. Hardee's corps, also facing to the west, formed the center. Hood's, its left division facing to the west and the two others to the northwest, was on the right, and, crossing the railroad, reached the Connasauga. The enemy skirmished briskly with the left half of our line all the afternoon.

On the 14th spirited fighting was maintained by the enemy on the whole front, a very vigorous attack being made on Hindman's division of Hood's corps, which was handsomely repulsed. In the mean time General Wheeler was directed to ascertain the position and formation of the Federal left. His report indicating that these were not unfavorable to an attack, Lieutenant-General Hood was directed to make one with Stewart's and Stevenson's divisions, strengthened by four brigades from the center and left. He was instructed to make a half change of front to the left to drive the enemy from the railroad, the object of the operation being to prevent them from using it. The attack was extremely well conducted and executed, and before dark (it was begun at 6 P. M.) the enemy was driven from his ground. This encouraged me to hope for a more important success; so General Hood was directed to renew the fight next morning. His troops were greatly elated by this announcement, made to them that evening.

On riding from the right to the left after nightfall, I was informed that the extreme left of our line of skirmishers, forty or fifty men, had been driven from their ground, — an elevation near the river, — and received a report from Major-General Martin that Federal troops were crossing the Oostenaula near Lay's Ferry on a pontoon bridge — two divisions having already crossed. In consequence of this, Walker's division was sent to Lay's Ferry immediately, and the order to General Hood was revoked; also, Lieutenant-Colonel S. W. Presstman, chief engineer, was directed to lay a pontoon bridge a mile above the railroad, and to have the necessary roadway made.

Sharp fighting commenced early on the 15th, and continued until night with so much vigor that many of the assailants pressed up to our intrenchments. All these attacks were repelled, however. In General Sherman's language, the sounds of musketry and cannon rose all day to the dignity of a battle.

Soon after noon intelligence was received from Major-General Walker, that the report that the enemy had crossed the Oostenaula was untrue. Lieutenant-General Hood was therefore again ordered to assail the enemy with the troops he had commanded the day before. When he was about



CONFEDERATE INTRENCHMENTS NEAR NEW HOPE CHURCH.

to move forward, positive intelligence was received from General Walker that the Federal right was actually crossing the Oostenaula. This made it necessary to abandon the thought of fighting north of the river, and the orders to Lieutenant-General Hood were countermanded, but the order from corps headquarters was not sent to Stewart promptly, and consequently he made the attack unsustained, and suffered before being recalled.

The occupation of Resaca being exceedingly hazardous, I determined to abandon the place. So the army was ordered to cross the Oostenaula about midnight,—Hardee's and Polk's corps by the railroad and trestle bridges, and Hood's by that above, on the pontoons. . . .

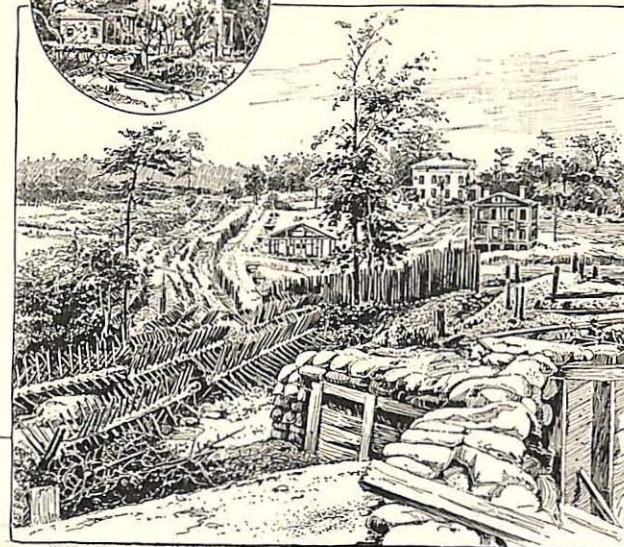
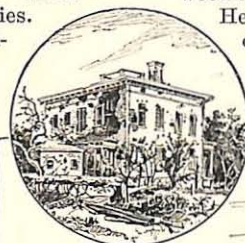
In leaving Resaca I hoped to find a favorable position near Calhoun, but there was none; and the army, after resting 18 or 20 hours near that place, early in the morning of the 17th moved on seven or eight miles to Adairsville, where we were joined by the cavalry of General Polk's command, a division of 3700 men under General W. H. Jackson. Our map represented the valley in which the railroad lies as narrow enough for our army formed across it to occupy the heights on each side with its flanks, and therefore I intended to await the enemy's attack there; but the breadth of the valley far exceeded the front of our army in order of battle. So another plan was devised. Two roads lead southward from Adairsville,—one directly through Cassville; the other follows the railroad through Kingston, turns to the left there, and rejoins the other at Cassville. The interval between them is widest opposite Kingston, where it is about seven miles by the farm roads. In the expectation that a part of the Federal army would follow each road, it was arranged that Polk's corps should engage the column on the direct road when it should arrive opposite Kingston,—

Hood's, in position for the purpose, falling upon its left flank during the deployment. Next morning, when our cavalry on that road reported the right Federal column near Kingston, General Hood was instructed to move to and follow northwardly a country road a mile east of that from Adairsville, to be in position to fall upon the flank of the Federal column when it should be engaged with Polk. An order announcing that we were about to give battle was read to each regiment, and heard with exultation. After going some three miles, General

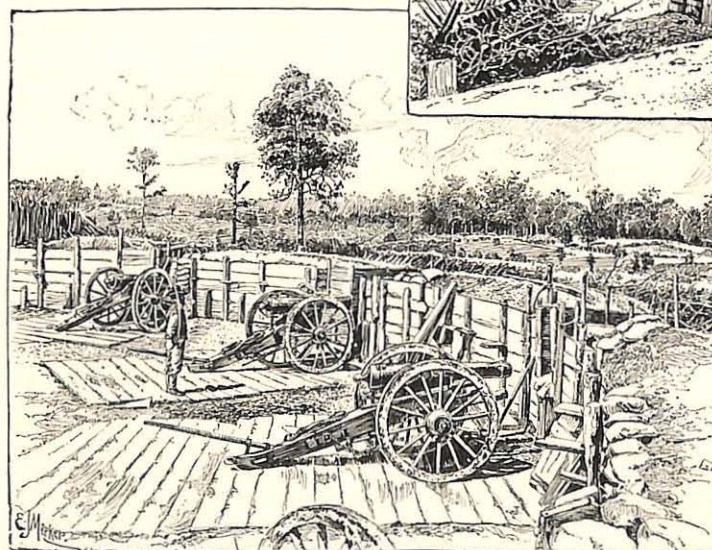
Hood marched back about two, and formed his corps facing to our right and rear. Being asked for an explanation, he replied that an aide-de-camp had told him that the Federal army was approaching on that road. Our whole army knew that to be impossible. It had been viewing the enemy in the opposite direction every day for two weeks. General Hood did not report his extraordinary disobedience—as he must have done had he believed the story upon which he professed to have acted. The time lost frustrated the design, for success depended on timing the attack properly. . . .

An attack, except under very unfavorable circumstances being impossible, the troops were formed in an excellent position along the ridge immediately south of Cassville, an elevated and open valley in front, and a deep one in rear of it. Its length was equal to the front of Hood's and Polk's and half of Hardee's corps. They were placed in that order from right to left.

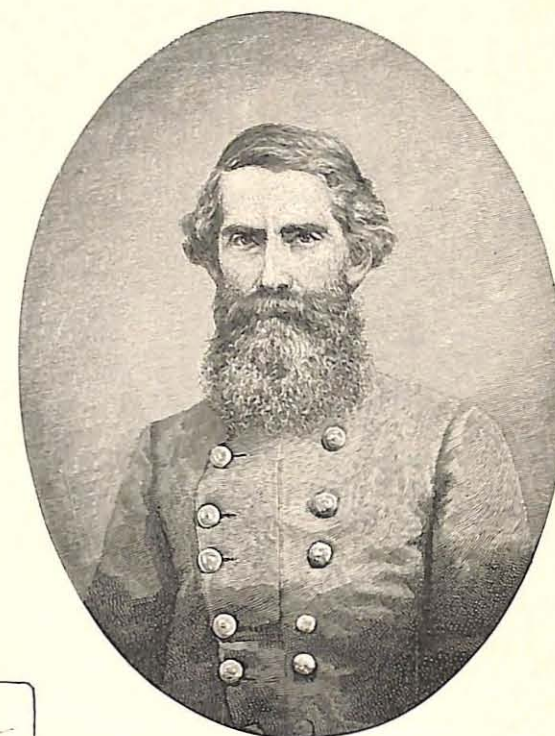
As I rode along the line while the troops were forming, Gen. Shoup, chief of artillery, pointed out to me a space of 150 or 200 yards, which he thought might be enfiladed by artillery on a hill a half mile beyond Hood's right and in front of the prolongation of our line, if the enemy should clear away the thick wood that covered it and establish batteries. He was desired to point out to the officer who might command there some narrow ravines very near, in which his men could be shel-



1. EFFECT OF THE UNION FIRE ON THE POTTER HOUSE, ATLANTA.
2. VIEW OF THE CONFEDERATE LINE AT THE POTTER HOUSE, LOOKING EASTWARD.
3. VIEW OF CONFEDERATE DEFENSES OF ATLANTA, LOOKING NORTHEAST.



tered from such artillery fire, and to remind him that while artillery was playing upon his position no attack would be made upon it by infantry. The enemy got into position soon after our troops were formed and skirmished until dark, using their field-



MAJOR-GENERAL W. H. T. WALKER, C. S. A.
Killed near Atlanta, July 22, 1864.

pieces freely. During the evening Lieutenant-Generals Polk and Hood, the latter being spokesman, asserted that a part of the line of each would be so enfiladed next morning by the Federal batteries established on the hill above mentioned, that they would be unable to hold their ground an hour; and therefore urged me to abandon the position at once. They expressed the conviction that early the next morning batteries would open upon them from a hill then thickly covered with wood and out of range of brass field-pieces. The matter was discussed perhaps an hour, in which time I became apprehensive that as the commanders of two-thirds of the army thought the position untenable, the opinion would be adopted by their troops, which would make it so. Therefore I yielded. Lieutenant-General Hardee, whose ground was the least strong, was full of confidence. Mr. Davis says ("Rise and Fall," Vol. II, p. 533) that General Hood asserts, in his report and in a book, that the two corps were on ground commanded and enfiladed by the enemy's batteries. On the contrary, they were on a hill, and the enemy were in a valley where their batteries were completely commanded by ours.

The army abandoned the ground before daybreak and crossed the Etowah after noon, and encamped near the railroad. Wheeler's cavalry was placed in observation above, and Jackson's below our main body.

No movement of the enemy was discovered until the 22d, when General Jackson reported their army moving toward Stilesboro', as if to cross the Etowah near that place; they crossed on the 23d. On the 24th Hardee's and Polk's corps encamped on the road from Stilesboro' to Atlanta, southeast of

Dallas, and Hood's four miles from New Hope Church, on the road from Allatoona. On the 25th the Federal army was a little east of Dallas, and Hood's corps was placed with its center at New Hope Church, Polk's on his left, and Hardee's prolonging the line to the Atlanta road, which was held by its left. A little before 6 o'clock in the afternoon Stewart's division in front of New Hope Church was fiercely attacked by Hooker's corps, and the action continued two hours without lull or pause, when the assailants fell back. The canister shot of the sixteen Confederate field-pieces and the musketry of five thousand infantry at short range must have inflicted heavy loss upon General Hooker's corps, as is proved by the name "Hell Hole," which, General Sherman says, was given the place by the Federal soldiers. Next day the Federal troops worked so vigorously, extending their intrenchments toward the railroad, that they skirmished very little. The Confederates labored strenuously to keep abreast of their work, but in vain, owing to greatly inferior numbers and an insignificant supply of intrenching tools. On the 27th, however, the fighting rose above the grade



THE BATTLE OF RESACA, GEORGIA, MAY 14, 1864.

From "The Mountain Campaigns in Georgia," etc. Published by The Western and Atlantic R. R. Co.



BREVET BRIG.-GEN. BENJAMIN HARRISON, U. S. V.
Commanding a brigade at Resaca. (From a photograph.)

of skirmishing, especially in the afternoon when at half-past 5 o'clock the Fourth Corps (Howard) and a division of the Fourteenth (Palmer) attempted to turn our right, but the movement, after being impeded by the cavalry, was met by two regiments of our right division (Cleburne's), and the two brigades of his second line brought up on the right of the first. The Federal formation was so deep that its front did not equal that of our two brigades; consequently those troops were greatly exposed to our musketry—all but the leading troops being on a hillside facing us. They advanced until their first line was within 25 or 30 paces of ours, and fell back only after at least 700 men had fallen dead in their places. When the leading Federal troops paused in their advance, a color-bearer came on and planted his colors eight or ten feet in front of his regiment, but was killed in the act. A soldier who sprang forward to hold up or bear off the colors was shot dead as he seized the staff. Two others who followed successively fell like him, but the fourth bore back the noble emblem. Some time after nightfall the Confeder-

ates captured above two hundred prisoners in the hollow before them. General Sherman does not refer to this combat in his "Memoirs," although he dwells with some exultation upon a very small affair of the next day at Dallas, in which the Confederates lost about three hundred killed and wounded, and in which he must have lost more than ten times as many.

In the afternoon of the 28th Lieutenant-General Hood was instructed to draw his corps to the rear of our line in the early part of the night, march around our right flank, and form it facing the left flank of the Federal line and obliquely to it, and attack at dawn—Hardee and Polk to join in the battle successively as the success on the right of each might enable him to do so. We waited next morning for the signal—the sound of Hood's musketry—from the appointed time until 10 o'clock, when a message from that officer was brought by an aide-de-camp to the effect that he had found R. W. Johnson's division intrenching on the left of the Federal line and almost at right angles to it, and asked for instructions. The message proved

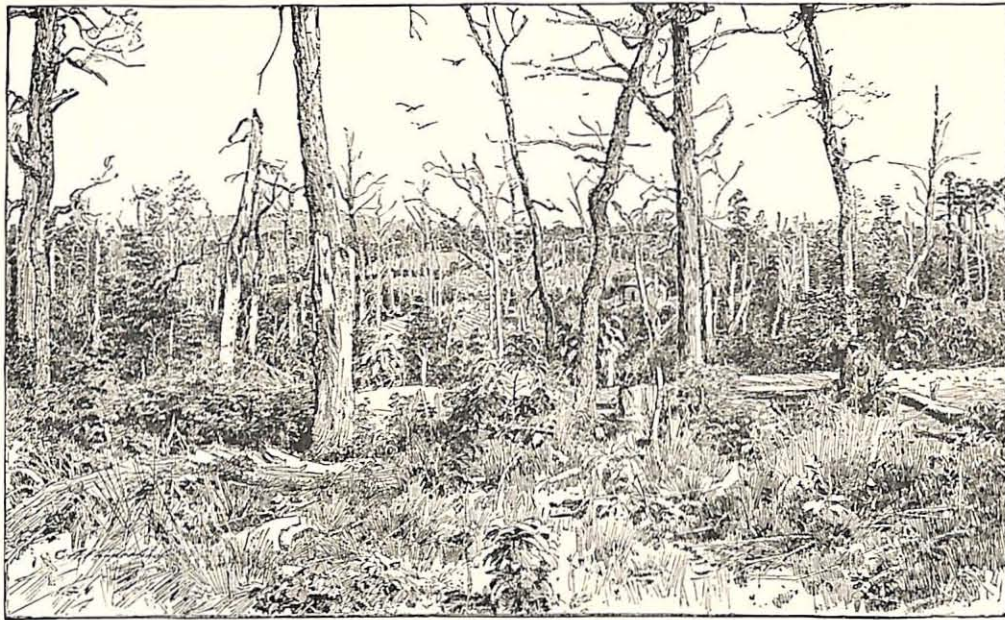
that there could be no surprise, which was necessary to success, and that the enemy's intrenchments would be completed before we could attack. The corps was therefore recalled. It was ascertained afterward that after marching eight or ten hours Hood's corps was then at least six miles from the Federal left, which was little more than a musket-shot from his starting-point.

The extension of the Federal intrenchments toward the railroad was continued industriously to cut us off from it or to cover their own approach to it. We tried to keep pace with them, but the labor did not prevent the desultory fighting, which was kept up while daylight lasted. In this the great inequality of force compelled us to employ dismounted cavalry. On the 4th or 5th of June the Federal army reached the railroad between Ackworth and Allatoona. The Confederate forces then moved to a position carefully marked out by Colonel Presstman, its left on Lost Mountain, and its right, of cavalry, beyond the railroad and somewhat covered by Noonday Creek, a line much too long for our strength.

On the 8th the Federal army seemed to be near Ackworth, and our position was contracted to cover the roads leading thence to Atlanta.

This brought the left of Hardee's corps to Gilgal Church, Polk's right near the Marietta and Ackworth road and Hood's corps massed beyond that road. Pine Mountain, a detached hill, was held by a division. On the 11th of June the left of the Federal army was on the high ground beyond Noonday Creek, its center a third of a mile in front of Pine Mountain and its right beyond the Burnt Hickory and Marietta road.

In the morning of the 14th General Hardee and I rode to the summit of Pine Mountain to decide if the outpost there should be maintained. General Polk accompanied us. After we had concluded our examination and the abandonment of the hill that night had been decided upon, a few shots were fired at us from a battery of Parrott guns a quarter of a mile in our front; the third of these passed through General Polk's chest, from left to right, killing him instantly. This event produced deep sorrow in the army, in every battle of which he had been distinguished. Major-General W. W. Loring succeeded to the command of the corps.



PART OF THE CONFEDERATE INTRENCHMENTS AT RESACA.

A division of Georgia militia under Major-General G. W. Smith, transferred to the Confederate service by Governor Brown, was charged with the defense of the bridges and ferries of the Chattahoochee, for the safety of Atlanta. On the 16th Hardee's corps was placed on the high ground east of Mud Creek, facing to the west. The right of the Federal army made a corresponding change of front by which it faced to the east. It was opposed in this maneuver by Jackson's cavalry as well as 2500 men can resist 30,000. The angle where Hardee's right joined Loring's left was soon found to be a very weak point, and on the 17th another position was chosen, including the crest of Kenesaw, which Colonel Presstman prepared for occupation by the 19th, when it was assumed by the army. In this position two divisions of Loring's corps occupied the crest of Kenesaw from end to end, the other division being on its right, and Hood's corps on the right of it, Hardee's extending from Loring's left across the Lost Mountain and Marietta road. The enemy approached as usual under cover of successive lines of intrenchments. In these positions of the two armies there were sharp and incessant partial engagements until the 3d of July. On the 21st of June the extension of the Federal line to the south, which had been protected by the swollen condition of Noses Creek, compelled the transfer of Hood's corps to our left.

In the morning of the 27th, after a cannonade by all its artillery, the Federal army assailed the Confederate position, especially the center and right — the Army of the Cumberland advancing against the first, and that of the Tennessee against the other. Although suffering losses out of all proportion to those they inflicted, the Federal troops pressed up to the Confederate intrenchments in many places, maintaining the unequal conflict for two hours and a half, with the persevering courage of American soldiers. At 11:30 A. M. the attack had failed.

As the extension of the Federal intrenched line

to their right had brought it nearer to Atlanta than was our left, and had made our position otherwise very dangerous, two new positions for the army were chosen, one nine or ten miles south of Marietta, and the other on the high ground near the Chattahoochee.

Colonel Presstman was desired to prepare the first for occupation, and Brigadier-General Shoup, commander of the artillery, was instructed to strengthen the other with a line of redoubts devised by himself.

The troops took the first position in the morning of the 3d, and as General Sherman was strength-

ening his right greatly, they were transferred to the second in the morning of the 5th. The cavalry of our left had been supported in the previous few days by a division of State troops commanded by Major-General G. W. Smith.

As General Sherman says, "It was really a continuous battle lasting from June 10th to July 3d." The army occupied positions about Marietta twenty-six days, in which the want of artillery ammunition was especially felt; in all those days we were exposed to an almost incessant fire of artillery as well as musketry — the former being the more harassing, because it could not be returned; for our sup-

ply of artillery ammunition was so small that we were compelled to reserve it for battles and serious assaults.

In the new position each corps had two pontoon-bridges laid. Above the railroad bridge the Chattahoochee had numerous good fords. General Sherman, therefore, directed his troops to that part of the river, ten or fifteen miles above our camp. On the 8th of July two of his corps had crossed the Chattahoochee and intrenched themselves. Therefore the Confederate army also crossed the river on the 9th.

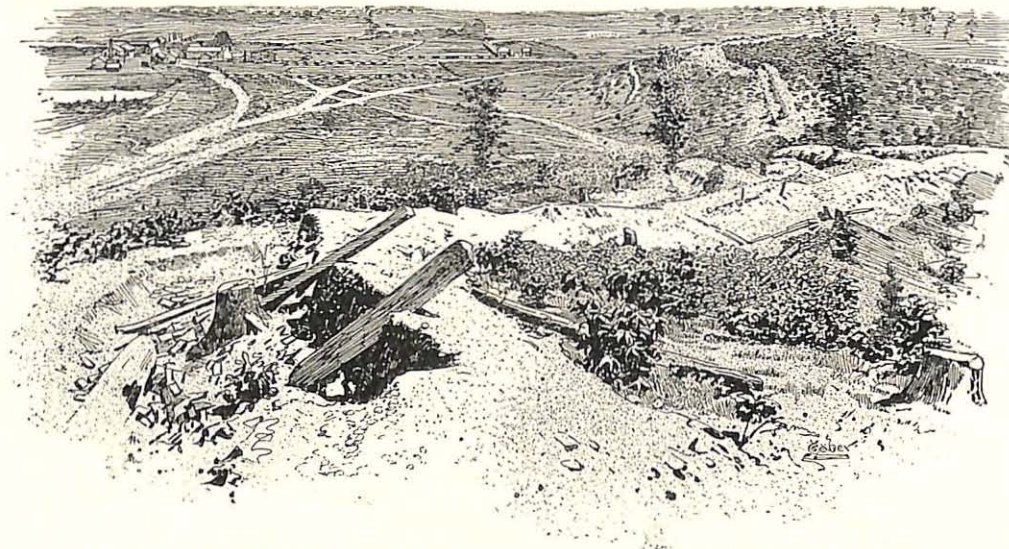
About the middle of June Captain Grant of the engineers was instructed to strengthen the fortifications of Atlanta materially, on the side toward Peach Tree Creek, by the addition of redoubts and by converting barbette into embrasure batteries. I also obtained a promise of seven sea-coast rifles from General D. H. Maury [at Mobile], to be mounted on that front. Colonel Presstman was instructed to join Captain Grant with his subordinates, in this work of strengthening the defenses of Atlanta, especially between the Augusta and Marietta roads, as the enemy was approaching that side. For the same reason a position on the high ground looking down into the valley of Peach Tree Creek was selected for the army, from which it might engage the enemy if he should expose himself in the passage of the stream. The position of each division was marked and pointed out to its staff-officers.

On the 17th we learned that the whole Federal army had crossed the Chattahoochee; and late in the evening, while Colonel Presstman was receiving from me instructions for the next day, I received the following telegram of that date:

"Lieutenant-General J. B. Hood has been commissioned to the temporary rank of general under the late law of Congress. I am directed by the Secretary of War to inform you that, as you have failed to arrest the advance of the enemy to the vicinity of Atlanta, and ex-



PART OF THE BATTLE-FIELD OF RESACA.



EXTREME LEFT (VIEW LOOKING SOUTH) OF THE CONFEDERATE LINES AT RESACA.

The cluster of houses includes the railway station, the railway running generally parallel with the earthworks here seen, which in the distance descend to the Oostenaula River. The railway and wagon bridges over the Oostenaula, used alternately by the contending armies, are near the railway station.

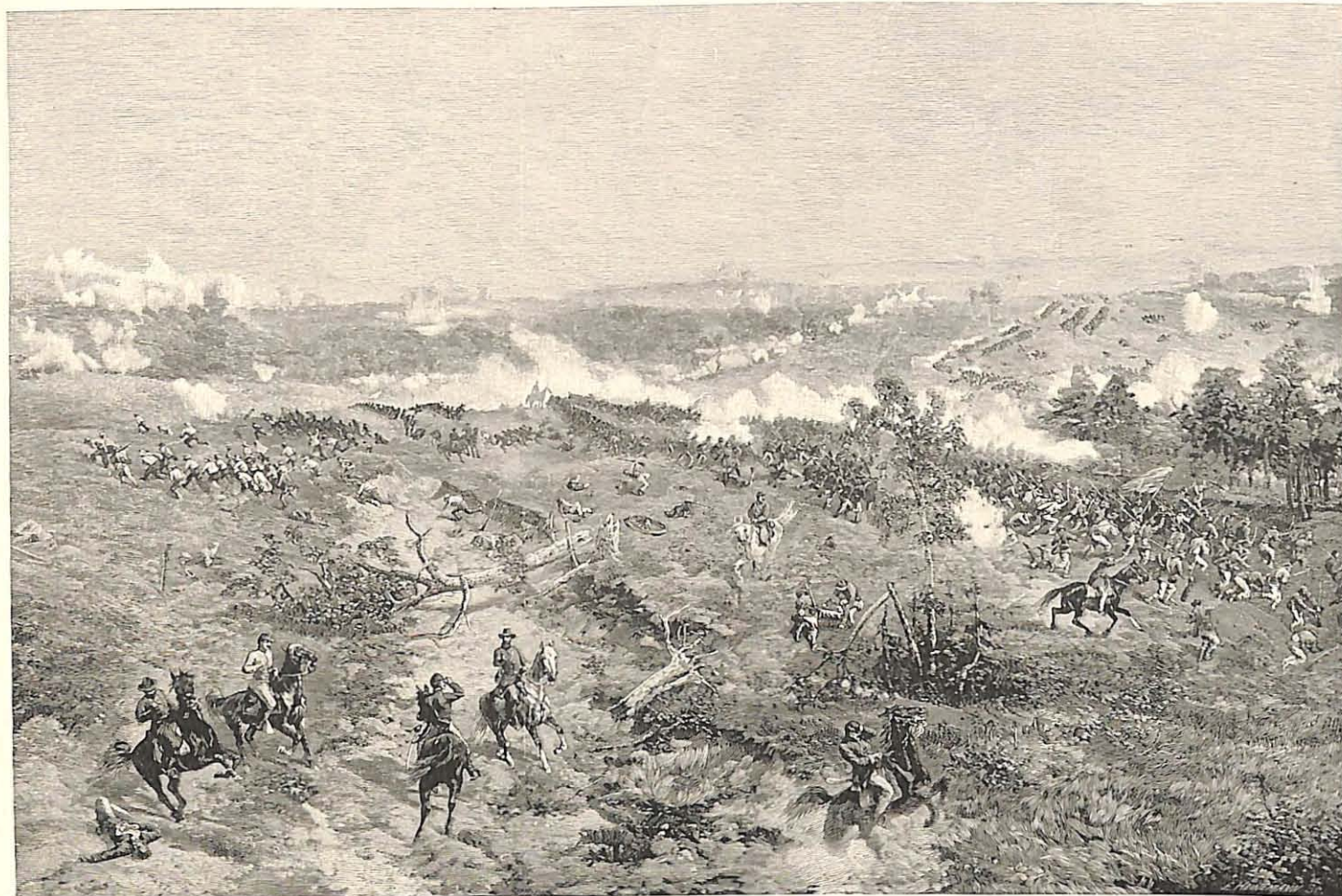
press no confidence that you can defeat or repel him, you are hereby relieved from the command of the Army and Department of Tennessee, which you will immediately turn over to General Hood.

"S. COOPER, Adjutant and Inspector-General."

Orders transferring the command of the army to General Hood were written and published immediately, and next morning I replied to the telegram of the Secretary of War:

"Your despatch of yesterday received and obeyed—command of the Army and Department of Tennessee has been transferred to General Hood. As to the alleged cause of my removal, I assert that Sherman's army is much stronger, compared with that of Tennessee, than Grant's compared with that of Northern Virginia. Yet the enemy has been compelled to advance much more slowly to the vicinity of Atlanta than to that of Richmond and Petersburg, and penetrated much deeper into Virginia than into Georgia. Confident language by a military commander is not usually regarded as evidence of competence."

General Hood came to my quarters early in the morning of the 18th, and remained there until nightfall. Intelligence was soon received that the Federal army was marching toward Atlanta, and at his urgent request I gave all necessary orders during the day. The most important one placed the troops in the position already chosen, which covered the roads by which the enemy was approaching. After transferring the command to General Hood, I described to him the course of action I had arranged in my mind. If the enemy should give us a good opportunity in the passage of Peach Tree Creek, I expected to attack him. If successful, we should obtain important results, for the enemy's retreat would be on two sides of a triangle and our march on one. If we should not succeed, our intrenchments would give us a safe refuge, where we could hold back the enemy until the promised State troops should join us; then, placing them on the nearest defenses of the place (where there were, or ought to be, seven sea-coast rifles, sent us from Mobile by General Maury), I would attack the Federals in flank with the three Confederate corps. If we were successful, they would be driven against the Chattahoochee below the railroad, where there are no fords, or away from their supplies, as we might fall on their left or right flank. If unsuccessful, we could take refuge in Atlanta, which we could hold indefinitely; for it was too strong to be taken by assault, and too extensive to be invested. This would win the campaign, the object of which the country supposed Atlanta to be. . . .



BATTLE OF ATLANTA, JULY 22, 1864—THE CONTEST ON BALD HILL: FOURTH DIVISION, FIFTEENTH CORPS IN THE FOREGROUND.
From the Panorama of "Atlanta."

HOOD'S SECOND SORTIE AT ATLANTA —BATTLE OF BALD HILL.

BY W. H. CHAMBERLIN, MAJOR, 81ST OHIO
VOLUNTEERS.

Aide-de-camp to General Dodge at the battle of Bald Hill.

GENERAL Sherman's line lay east and north-east of Atlanta, with McPherson's Army of the Tennessee forming the extreme left, and extending some distance south of the Augusta railroad. General Logan's Fifteenth Corps, which joined the left of the Army of the Ohio, extended across the Augusta railroad, and General Blair's Seventeenth Corps extended the line southward, touching the McDonough road beyond what is now McPherson Avenue. The Sixteenth Corps, commanded by General Grenville M. Dodge, had been in reserve in rear of the Fifteenth Corps, north of the railroad, until July 21st, when General Fuller's division was placed in the rear of the center of the Seventeenth Corps. On the morning of July 22d a movement was begun, which afterward proved to have been the most fortunate for the Union army that could have been ordered, even if the intention of the enemy had been known to us.

It was to place the remainder of General Dodge's corps—General Sweeney's division—upon the left of the Seventeenth Corps. General Sweeney's division moved south of the railroad and halted, some time before noon, in open ground, sloping down toward a little stream, in the rear of General Fuller's division, which was in bivouac near the edge of a wood. Here, then, in the rear of the Seventeenth Corps, lay the two divisions of General Dodge's corps, as if in waiting for the approach of General Hardee's troops who had been marching nearly all night around Blair's left flank, and were even then making painfully slow progress, moving in line of battle through the thickets and obstructions that opposed their march. Our troops were really in waiting for the order to go to their new positions. General Dodge had been out on the left of General Blair's corps to select a place for his troops, and had succeeded in drawing a shell or two from the enemy's nearest earthwork. He had returned to General Fuller's headquarters, and had accepted that officer's invitation to a noonday lunch with him. In a few minutes his command would have been in motion for the front. If that had happened, and his corps had vacated the space it then held,

there would have been absolutely nothing but the hospital tents and the wagon trains to stop Hardee's command from falling unheralded directly upon the rear of the Fifteenth and Seventeenth corps in line. Upon what a slight chance, then, hung the fate of Sherman's army that day. . . .

Just here is a point upon which most of the accounts of the battle are wrong. They represent Dodge's corps to have been in motion. Fuller had bivouacked there the previous night. Sweeney's command, while technically in motion, had been halted, awaiting orders.

Just as General Dodge was about to dismount to accept General Fuller's hospitality, he heard firing in a southeasterly direction, to the rear of General Sweeney's division. He took no lunch. He was an intensely active, almost nervously restless, officer. He saw in an instant that something serious was at hand. He gave General Fuller orders to form his division immediately, facing southeastwardly, and galloped off toward Sweeney's division. He had hardly reached that command when Hardee's lines came tearing wildly through the woods with the yells of demons. As if by magic, Sweeney's division sprang into line. The two batteries of artillery (Loomis's and Laird's) had stopped on commanding ground, and they were promptly in service. General Dodge's quick eye saw the proper disposition to be made of a portion of Colonel Mersy's brigade, and, cutting red tape, he delivered his orders direct to the colonels of the regiments. The orders were executed instantly, and the enemy's advance was checked. This act afterward caused trouble. General Dodge was not a West Point graduate, and did not reverse so highly the army regulations as did General Sweeney, who had learned them as a cadet. Sweeney was much hurt by General Dodge's action in giving orders direct to regimental commanders, and pursued the matter so far as to bring on a personal encounter a few days after the battle, in which he came near losing his life at the hands of a hot-tempered officer. He was placed in arrest. The court-martial, however, did not consider his case until nearly the end of the war, when he was acquitted.

The battle of General Dodge's corps on this open ground, with no works to protect the troops of either side, was one of the fiercest of the war. General Dodge's troops were inspired by his courageous personal presence, for he rode directly along the lines, and must have been a conspicuous target for many

a Confederate gun. His sturdy saddle-horse was worn out early in the afternoon, and was replaced by another. There was not a soldier who did not feel that he ought to equal his general in courage, and no fight of the war exhibited greater personal bravery on the part of an entire command than was shown here. Nor can I restrain a tribute to the bravery of the enemy. We had an advantage in artillery; they in numbers. Their assaults were repulsed, only to be fearlessly renewed, until the sight of dead and wounded lying in their way, as they charged again and again to break our lines, must have appalled the stoutest hearts. So persistent were their onslaughts that numbers were made prisoners by rushing directly into our lines.

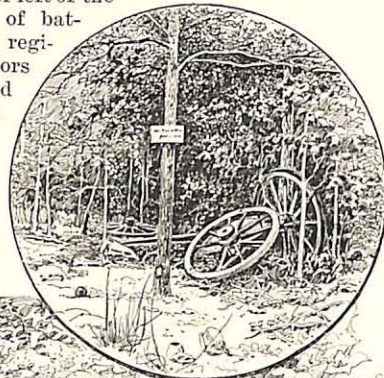
When General Dodge rode from General Fuller's lunch toward the sound of the firing I rode with him. The first order he gave me was to return to General Fuller and direct him to close up his line on General Sweeney's right. Returning as soon as I could after delivering this order, I met General Dodge riding at full speed. As soon as he got within hearing distance he called out to me, "Go at once to General McPherson, on Blair's left, and tell him I need troops to cover my left. The enemy is flanking us." Wheeling my horse, I started back. As I went, the attack on Dodge's corps was in full force. Out in open ground, in full view as it was, I could not resist checking my horse for a moment to see the grand conflict. I remember yet how the sight of our banners advancing amid the smoke thrilled me as it gave them a new beauty, and the sound of our artillery, though it meant death to the

foe, fell upon our ears as the assurance of safety to us and to our flag.

General McPherson, from a point farther on, had witnessed the same scene. Lieut.-Col. W. E. Strong, his chief-of-staff, and the only staff-officer with him at that time, thus describes what they then saw:

"The enemy, massed in columns three or four lines deep, moved out of the dense timber several hundred yards from Dodge's position, and, after gaining fairly the open fields, halted and opened fire rapidly on the Sixteenth Corps. They, however, seemed surprised to find our infantry in line of battle prepared for attack, and, after facing for a few minutes the destructive fire from the divisions of Generals Fuller and Sweeney, fell back in disorder to the cover of the woods. Here, however, their lines were quickly re-formed, and they again advanced, evidently determined to carry the position. The scene at this time was grand and impressive. It seemed to us that every mounted officer of the attacking column was riding at the front or at the right or left of the

first line of battle. The regimental colors waved and fluttered in advance of the lines, and not a shot was fired by



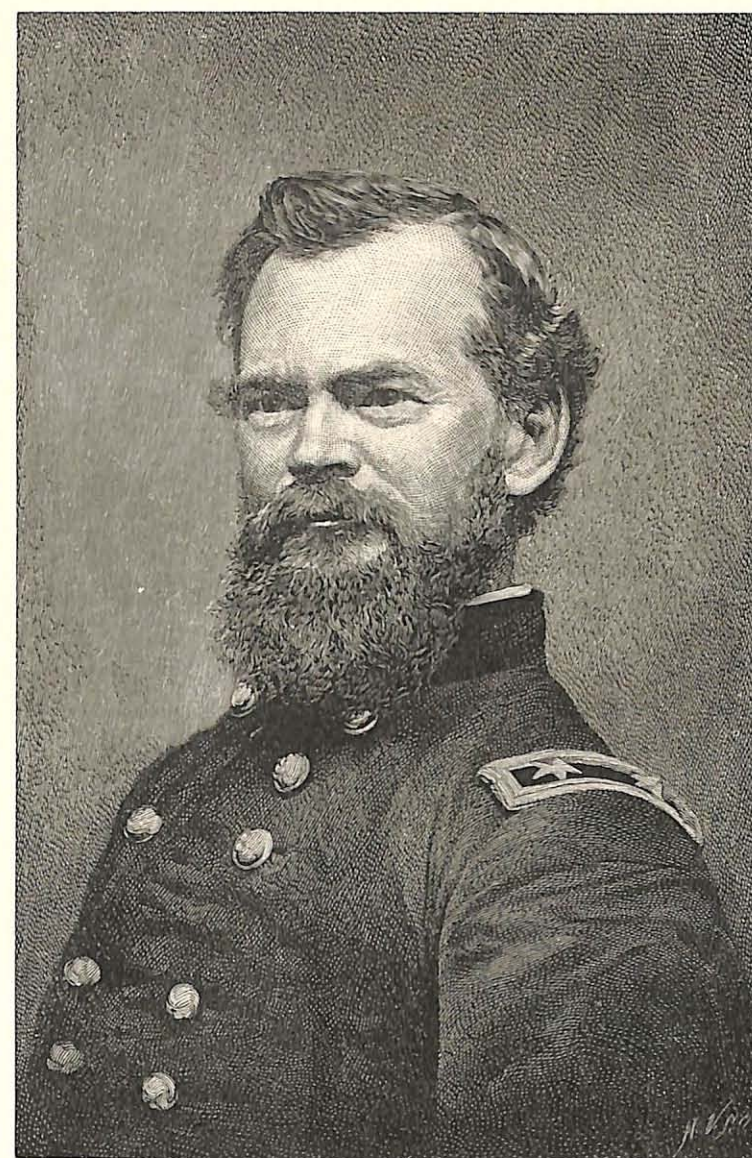
SCENE OF GENERAL MCPHERSON'S DEATH, ON THE BATTLE-FIELD OF JULY 22.

From war-time photograph.

A 32-pounder cannon, set upon a granite block, now marks the spot of General McPherson's death. A large pine stands within a few feet of the monument, which faces a partly improved roadway that is called McPherson Avenue.

therebel infantry, although their movement was covered by a heavy and well-directed fire of artillery, which was posted in the woods and on higher ground, and which enabled the guns to bear upon our troops with solid shot and shell by firing over the attacking column. It seemed impossible, however, for the enemy to face the sweeping, deadly fire from Fuller's and Sweeney's divisions, and the guns of Laird's 14th Ohio and Welker's batteries fairly mowed great swaths in the advancing columns. They showed great steadiness, and closed up the gaps and preserved their alignments; but the iron and leaden hail that was poured upon them was too much for flesh and blood to stand, and before reaching the center of the open fields the columns were broken and thrown into great confusion. Taking advantage of this, a portion of Fuller's and Sweeney's divisions, with bayonets fixed, charged the enemy and drove them back to the woods, taking many prisoners. The 81st Ohio (Colonel Adams) charged first, then the 39th Ohio (Colonel McDowell) and the 27th Ohio (Colonel Churchill). General McPherson's admiration for the steadiness and determined bravery of the Sixteenth Corps was unbounded."

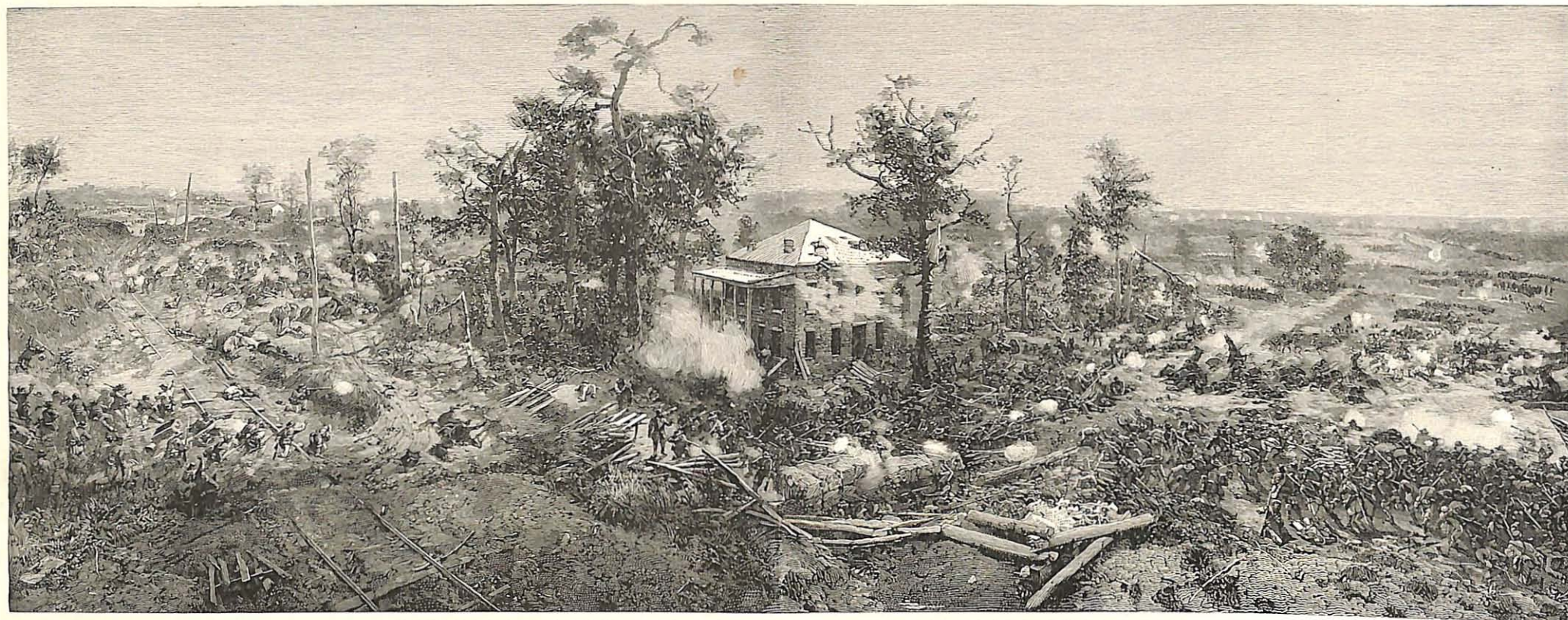
While I was riding to find General McPherson, he had just taken his eyes from the view of this splendid victory described by Colonel Strong, and had started ahead of me in the direction of Blair's left. Of course I did not find him. In a very few minutes after leaving Colonel Strong the brave general was dead, while I, following, was forced to deflect to the right, and reached our line at Giles A. Smith's division, at the point known then as Bald Hill. While in the act of asking there for a brigade for General Dodge's left, I heard a terrific yelling toward the left and rear, and, looking around, I saw a full Confederate line rushing out of the dense timber within easy hailing distance. I perceived at once that no brigade could be spared from that position for General Dodge. General Smith's troops quickly jumped to the other side of their works, prepared to meet this rear attack. The mounted officers, myself included, found some difficulty in getting their horses over the works



MAJOR-GENERAL JAMES B. MCPHERSON, U. S. V. KILLED JULY 22, 1864.

before the firing began. I then rode to General Harrow's division, next on the right, but he had no reserve troops to spare. Proceeding to General Morgan L. Smith's division, I met General John A. Logan, commander of the Fifteenth Corps, and he directed General Smith to weaken his front line by sending Martin's brigade to General Dodge's left.

Perhaps no better disposition of General Dodge's corps could have been made, if the intentions of General Hood had been known. But so much cannot be said of the position of General Blair's left. It has not escaped attention that Hood's ability to throw Hardee's corps into the position where it struck General Dodge that noonday was aided materially by the fact that General Sherman's usual cavalry flanking pickets were wanted. The cavalry had nearly all been sent to break railroads in Hood's rear. Nor does it appear that General Blair's infantry outposts were far enough



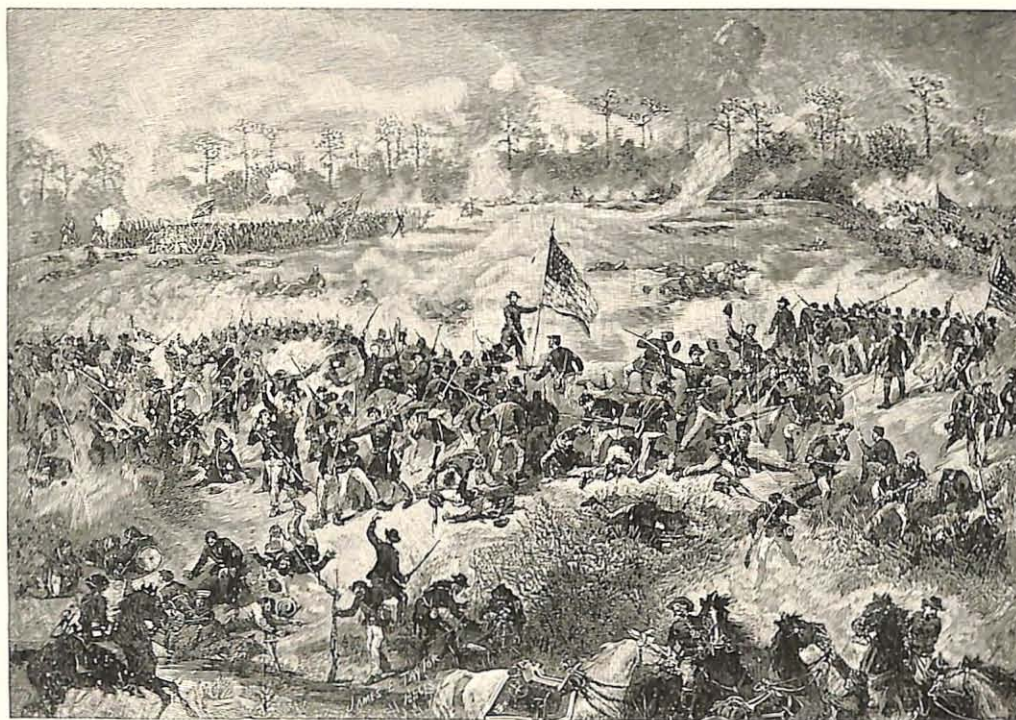
BATTLE OF ATLANTA, JULY 22.—RECAPTURE FROM THE CONFEDERATES OF DEGRESS'S BATTERY.

The view is west toward Atlanta; the Confederates in capturing the battery charged along the Georgia railroad from the rolling-mill, and took advantage of the cover of the railroad embankment and cut. (This picture is a reproduction from the Panorama of the Battle of Atlanta.)

advanced to give timely warning of the approach of an enemy.

I happened to be with General Logan when he received the order to take command of the Army of the Tennessee in place of General McPherson. I shall not easily forget the ride I had with him as he made his way to the point of danger, the left. Although whizzing balls sped about our ears as we entered the open ground near Dodge's position, and shells now and then exploded overhead, General Logan moved on the most direct line, and with no delay, to General Dodge's headquarters. He heard, in a few terse sentences, from General Dodge, how affairs stood there. Dodge's battle at that time was about won, and his command, after the enemy had spent its force in unsuccessful assaults, intrenched quickly, almost on the battle-line. Both General Fuller's and General Sweeney's divisions had captured battle-flags and prisoners. A part of General Fuller's command had changed front under fire with conspicuous bravery and steadiness, Fuller having himself planted the colors of the 27th Ohio, to indicate the new line. Among the regiments engaged were the 27th, 39th, 43d, and 81st Ohio; the 7th, 9th, 12th, 50th, 52d, 57th, 64th, and 66th Illinois, and the 2d Iowa. The brigade (Martin's) from the Fifteenth Corps did not take part in the action, and was subsequently sent farther to the rear to assist in the defense of Decatur.

What may be considered a separate action, although intended by Hood to be simultaneous, was the attack on the Fifteenth Corps, one division of

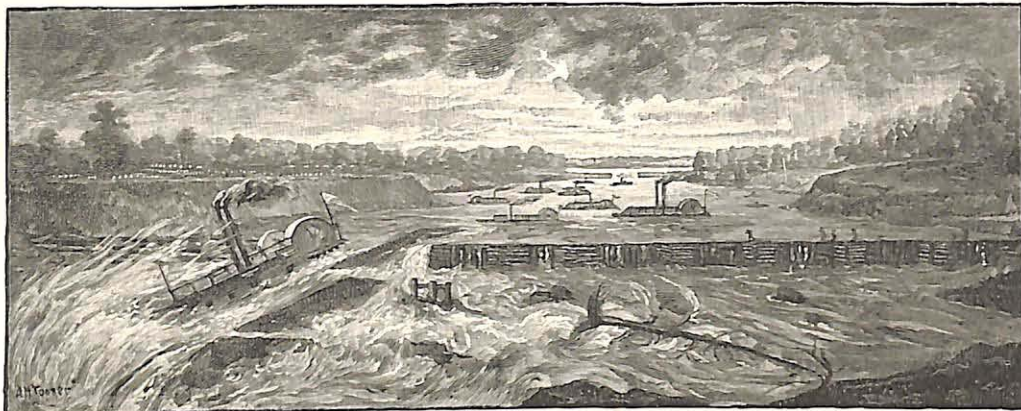


THE BATTLE OF ATLANTA, JULY 22.

From the painting by James E. Taylor.

which (General Morgan L. Smith's) was driven from its line. This took place about 3 o'clock, after the Sixteenth Corps' fighting was mainly over. It was a part of the attack from the Atlanta defenses made by Hood on both the Seventeenth and Fifteenth corps.

When General Logan assumed command of the Army of the Tennessee he placed General Morgan L. Smith in command of the Fifteenth Corps, and General Lightburn succeeded to the command of Smith's division. This all happened just before Hood's attack on the Fifteenth Corps. The line had been weakened as before indicated, and the enemy succeeding in pushing a column through a cut in the Augusta railroad line, and driving back a portion of General Lightburn's troops and flanking the rest, the whole division, to use the language of General Lightburn's official report, "broke in confusion to the rear." This left in the enemy's hands sections of an Illinois battery (A, 1st Artillery) stationed near the railroad, and also Degress's famous battery of four 20-pounder Parrotts, placed on the right of this division. General Lightburn's report is very brief. He simply says he checked the retreat of his division at that day, re-formed, and, with the assistance of General Wood's division and one brigade of the Sixteenth Corps, commanded by Captain Mersy, recaptured all the guns of Battery H, 1st Illinois (Degress's), and two of Battery A. He had but six regiments in line when his division was driven back. . . .

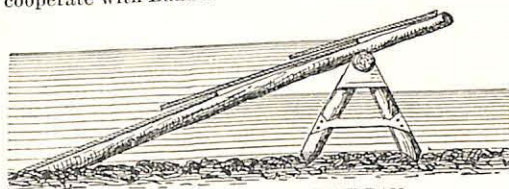


THE "LEXINGTON" PASSING OVER THE FALLS AT THE DAM.
From a war-time sketch.

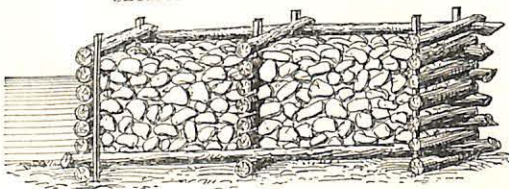
THE DEFENSE OF THE RED RIVER.

NARRATIVE OF EVENTS.

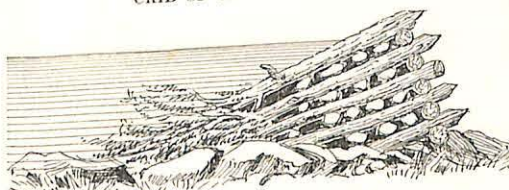
The capture of Vicksburg and Port Hudson on the Mississippi, in 1863 (see p. 211), completely isolated the Trans-Mississippi territory of the Confederacy, and the Union government determined, for political reasons, "to plant the flag in Texas." A detachment of the Nineteenth Corps, Army of the Gulf, under General W. B. Franklin, conveyed by the navy, went by sea, in September, to attempt the capture of Houston and Galveston. (An unsuccessful attack on Galveston had been made in January previous by a land and naval force led by General A. J. Hamilton.) Franklin's gun-boats were repulsed by Confederate batteries at Pass Franklin, on the 8th, and the expedition returned to New Orleans. In October General Banks, with the Thirteenth Corps, under General C. C. Washburne, sailed from New Orleans and seized Brazos Island, Brownsville, and Point Isabel, on the Rio Grande. Leaving the troops there in command of General N. J. T. Dana, Banks assembled an army and fleet and entered Red River in March, 1864. At the same time General Steele's column at Little Rock marched through Southern Arkansas toward the Red River to cooperate with Banks.



SECTION OF THE BRACKET DAM.



CRIB OF STONE AND BRICK.



SECTION OF THE TREE DAM.
FEATURES OF THE RED RIVER DAM.

BY E. KIRBY SMITH, GENERAL, C. S. A.
Commander of the Trans-Mississippi Department.

SOON after my arrival in the Trans-Mississippi Department, I became convinced that the valley of the Red River was the only practicable line of operations by which the enemy could penetrate the country. This fact was well understood and appreciated by their generals.

I addressed myself to the task of defending this line with the slender means at my disposal. Fortifications were erected on the lower Red River; Shreveport and Camden were fortified, and works were ordered on the Sabine and the crossings of the upper Red River. Depots were established on the shortest lines of communication between the Red River valley and the troops serving in Arkansas and Texas. These commands were directed to be held ready to move with little delay, and every preparation was made in advance for accelerating a concentration, at all times difficult over long distances, and through a country destitute of supplies and with limited means of transportation.

In February, 1864, the enemy were preparing in New Orleans, Vicksburg, and Little Rock for offensive operations. Though 25,000 of the enemy were reported on the Texas coast, my information convinced me that the valley of the Red River would be the principal theater of operations, and Shreveport the objective point of the columns moving from Arkansas and Louisiana.

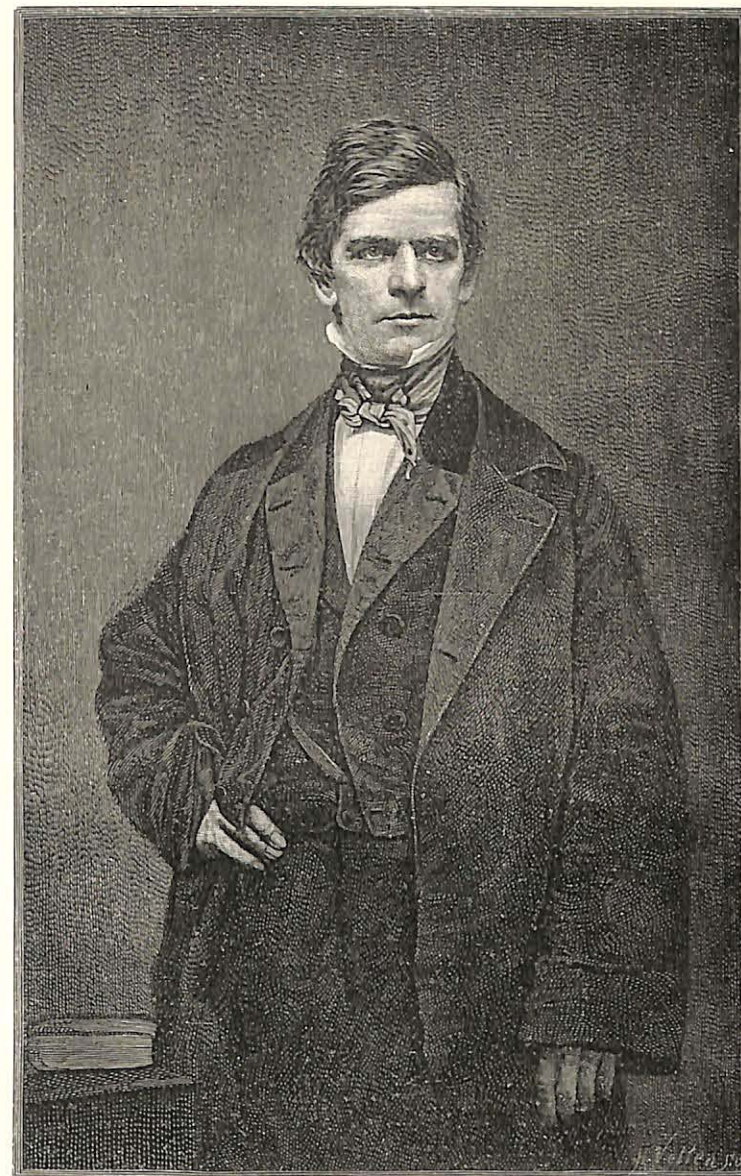
On the 21st of February, General Magruder, commanding in Texas, was ordered to hold Green's division of cavalry in readiness to move at a moment's warning, and on the 5th of March the division was ordered to march at once to Alexandria and report to General Taylor, who had command in Louisiana. About that time the enemy commenced massing his forces at Berwick Bay.

On the 12th of March a column of ten thousand men, composed of portions of the Sixteenth and Seventeenth Army Corps under General A. J. Smith, moved down from Vicksburg to Simsport, and advanced with such celerity on Fort De Russy, taking it in reverse, that General Taylor was not allowed time to concentrate and cover this important work, our only means of arresting the progress of the gun-boats. The fall of this work and the im-

mediate movement of the enemy, by means of his transports, to Alexandria, placed General Taylor in a very embarrassing position. He extricated himself with his characteristic tact by a march of seventy miles through the pine woods. Banks now pressed forward from Berwick Bay, by the line of the Teche, and by the aid of steamers, on both the Mississippi and Red rivers, concentrated at Alexandria a force of over 30,000 men, supported by the most powerful naval armament ever employed on a river.

As soon as I received intelligence of the debarkation of the enemy at Simsport, I ordered General Price, who commanded in Arkansas, to despatch his entire infantry, consisting of Churchill's and Parsons's divisions, to Shreveport, and General Maxey to move toward General Price, and, as soon as Steele advanced, to join Price with his whole command, Indians included. The cavalry east of the Ouachita was directed to fall back toward Natchitoches, and subsequently to oppose, as far as possible, the advance of the enemy's fleet. It was under the command of General St. John R. Liddell. All disposable infantry in Texas was directed on Marshall, and although the enemy still had a force of several thousand on the coast, I reduced the number of men holding the defenses to an absolute minimum. General Magruder's field report shows that but 2300 men were left in Texas. Except these, every effective soldier in the department was put in front of Steele or in support of Taylor.

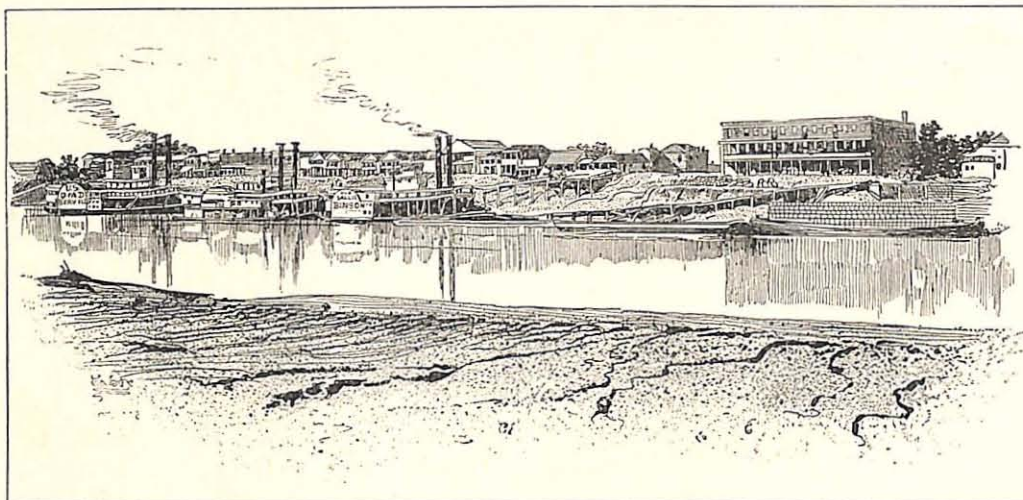
The enemy was operating with a force, according to my information, of full 50,000 effective men; with the utmost powers of concentration not 25,000 men of all arms could be brought to oppose his movements. Taylor had at Mansfield after the junction of Green, 11,000 effectives with 5000 infantry from Price's army in one day's march of him at Keachie. Price, with 6000 or 8000 cavalry, was engaged in holding in check the advance of Steele, whose column, according to our information, did not number less than 15,000 of all arms. Shreveport was made the point of concentration; with its fortifications covering the depots, arsenals, and shops at Jefferson, Marshall, and above, it was



MAJOR-GENERAL NATHANIEL P. BANKS, U. S. V.
In command of the Union forces in the Red River Campaign.

a strategic point of vital importance. All the infantry not with Taylor, opposed to Banks, was directed on Shreveport. Price with his cavalry command was instructed to delay the march of Steele's column whilst the concentration was being made. Occupying a central position at Shreveport, with the enemy's columns approaching from opposite directions, I proposed drawing them within striking distance, when, by concentrating upon and striking them in detail, both columns might be crippled or destroyed.

Banks pushed on to Natchitoches. It was expected he would be detained there several days in accumulating supplies. Steele on the Little Missouri and Banks at Natchitoches were but about one hundred miles from Shreveport or Marshall. The character of the country did not admit of their



ALEXANDRIA, ON THE RED RIVER.
From a war-time photograph.

forming a junction above Natchitoches, and if they advanced I hoped, by refusing one of them, to fight the other with my whole force.

It seemed probable at this time that Steele would advance first. When he reached Prairie d'Ane, two routes were open to him: the one to Marshall, crossing the river at Fulton, the other direct to Shreveport. I consequently held Price's infantry, under Churchill, a few days at Shreveport. Steele's hesitation and the reports of the advance of Banks's cavalry caused me, on the 4th of April, to move Churchill to Keachie, a point twenty miles in rear of Mansfield, where the road divides to go to Marshall and Shreveport. He was directed to report to General Taylor. I now visited and conferred with General Taylor. He believed that Banks could not yet advance his infantry across the barren country lying between Natchitoches and Mansfield. I returned to Shreveport and wrote General Taylor not to risk a general engagement, but to select a position in which to give battle should Banks advance, and by a reconnaissance in force to compel the enemy to display his infantry, and to notify me as soon as he had done so and I would join him in the front.

The reconnaissance was converted into a decisive engagement near Mansfield, on the 8th of April, with the advance of the enemy (a portion of the Thirteenth Corps and his cavalry), and by the rare intrepidity of Mouton's division resulted in a complete victory over the forces engaged. The battle of Mansfield was not an intentional violation of my instructions on General Taylor's part. The Federal cavalry had pushed forward so far in advance of their column as to completely cover its movement, and General Taylor reported to me by despatch at 12 meridian of the day on which the battle took place, that there was no advance made from Grand Ecore except of cavalry. In fact, however, General Franklin with his infantry was on the march, and at once pushed forward to the support of the cavalry. When General Mouton with his division drove in the cavalry, he struck the head of Franklin's troops, and by a vigorous and able attack without waiting for orders from Taylor, re-

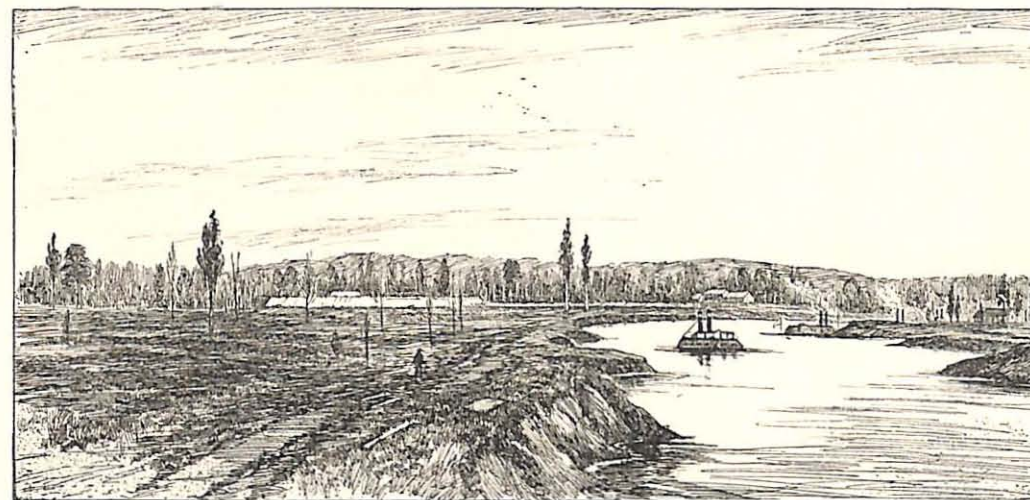
pulsed and drove back Franklin's advance and opened the battle of Mansfield, which, when Taylor came to the front, with his accustomed boldness and vigor he pushed to a complete success.

Churchill, with his infantry under Tappan and Parsons, joined Taylor that night. The next morning Taylor, advancing in force, found the enemy in position at Pleasant Hill. Our troops attacked with vigor and at first with success, but, exposing their right flank, were finally repulsed and thrown into confusion. The Missouri and Arkansas troops, with a brigade of Walker's division, were broken and scattered. The enemy recovered cannon which we had captured the day before, and two of our pieces with the dead and wounded were left on the field. Our repulse at Pleasant Hill was so complete, and our command was so disorganized, that had Banks followed up his success vigorously he would have met but feeble opposition to his advance on Shreveport.

Having ridden forward at 2 A. M. on receipt of Taylor's report of the battle of Mansfield, I joined Taylor after dark on the 8th, a few yards in rear of the battle-field of that day. Polignac's (previously Mouton's) division of Louisiana infantry was all that was intact of Taylor's force. Assuming command, I countermanded the order that had been given for the retreat of Polignac's division, and was consulting with General Taylor when some stragglers from the battle-field, where our wounded were still lying, brought the intelligence that Banks had precipitately retreated after the battle, converting a victory which he might have claimed into a defeat. Our troops in rear rallied, and the field was next day occupied by us.

Banks continued his retreat to Grand Ecore, where he intrenched himself and remained until the return of his fleet and its safe passage over the bars, made especially difficult this season by the unusual fall of the river.

Our troops were completely paralyzed and disorganized by the repulse at Pleasant Hill, and the cavalry, worn by its long march from Texas, had been constantly engaged for three days, almost without food or forage. Before we could reorgan-



THE CONFEDERATE FORT DE RUSSY, ABOUT TEN MILES BELOW ALEXANDRIA.
From a sketch made soon after it was captured.

ize at Mansfield and get into condition to advance over the fifty-five miles of wilderness that separated our armies, the enemy had been reinforced and intrenched at Grand Ecore. The enemy held possession of the river until he evacuated Grand Ecore.

Steele was still slowly advancing from the Little Missouri to the Prairie d'Ane. I deemed it imprudent to follow Banks below Grand Ecore with my whole force, and leave Steele so near Shreveport. Even had I been able to throw Banks across the Atchafalaya, the high water of that stream would have arrested my farther progress. An intercepted despatch from General Sherman to General A. J. Smith, directing the immediate return of his force to Vicksburg, removed the last doubt in my mind that Banks would withdraw to Alexandria as rapidly as possible, and it was hoped the falls would detain his fleet there until we could dispose of Steele, when the entire force of the department would be free to operate against him. I confidently hoped, if I could reach Steele with my infantry, to beat him at a distance from his depot, in a poor country, and with my large cavalry force to destroy his army. The prize would have been the Arkansas Valley and the powerful fortifications of Little Rock. Steele's defeat or retreat would leave me in position promptly to support Taylor's operations against Banks.

Leaving Taylor with his cavalry, now under Wharton, and the Louisiana division of infantry under Polignac, to follow up Banks's retreat, and taking the Texas, Arkansas, and Missouri divisions of infantry, I moved against Steele's column in Arkansas. Steele entered Camden, where he was too strong for assault, but the capture of his train at the battle of Marks's Mill, on the 25th of April, forced him to evacuate Camden on the 28th, and the battle of Jenkins's Ferry on the Saline, April 30th, completed his discomfiture. He retreated to Little Rock. Churchill, Parsons, and Walker were at once marched across country to the support of Taylor, but before the junction could be effected Banks had gone.

To return to Taylor, after the enemy left Grand Ecore, General Taylor attacked his rear at Cloutier-

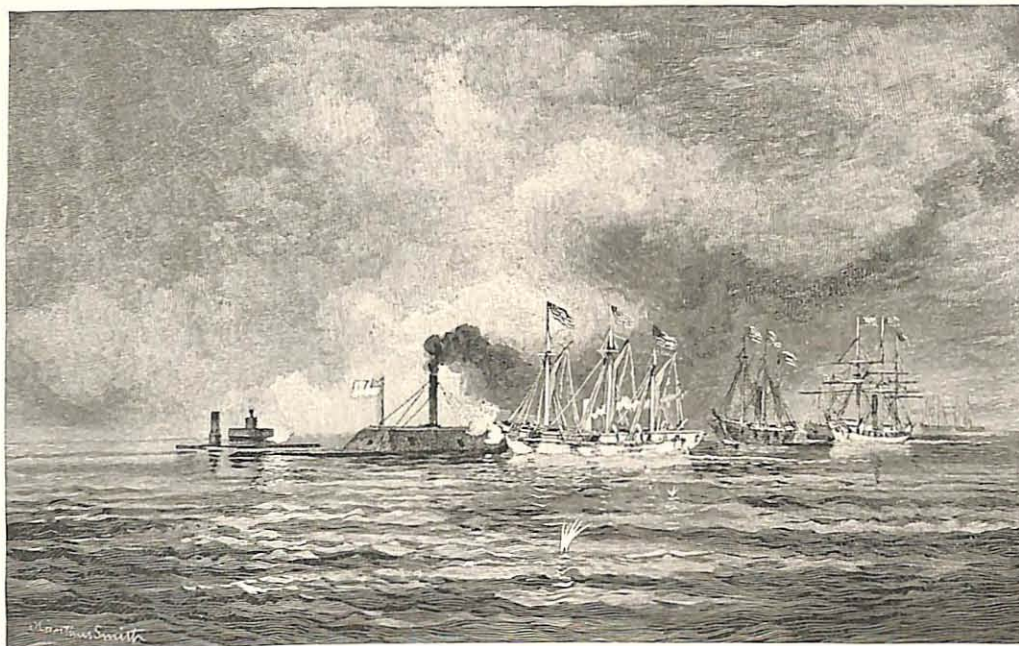
ville, whilst a detachment under Bee held the Federal advance in check at Monette's Ferry. General Taylor's force was, however, too weak to warrant the hope that he could seriously impede the march of Banks's column. After the latter reached Alexandria, General Taylor transferred a part of his command to the river below Alexandria, and with unparalleled audacity and great ability and success operated on the enemy's gun-boats and transports.

The construction of the dam, aided by a temporary rise in Red River, enabled Admiral Porter to get his fleet over the falls. Had he delayed but one week longer, our whole infantry force would have been united against him.

Banks evacuated Alexandria on the 12th and 13th of May, the fleet quitted the Red River, and the campaign ended with the occupation of all the country we had held at its beginning, as well as of the lower Teche. . . .

NOTE.—The Confederates remained in almost undisturbed possession of Texas until May 26, 1865, when General Smith surrendered the forces in the Trans-Mississippi Department to General Canby. Meanwhile, in Missouri and Arkansas the war continued throughout the year 1864. Steele retired from Red River toward Little Rock, followed by Generals Smith and Price, who attacked him at Jenkins's Ferry, the crossing of Saline River, April 30. After the battle Steele continued his march northward, and Price assembled a formidable column under Generals John S. Marmaduke, J. F. Fagan, and J. O. Shelby, to make an extensive raid into Missouri. He attempted to capture St. Louis, Jefferson City, and Lexington, successively, but was repulsed at every point. The Department of Missouri was then under Rosecrans, who had assumed command in January, 1864. General Pleasanton commanded the cavalry corps under Rosecrans, and General S. R. Curtis, with the Army of Kansas, took part in the campaign against Price, which extended over the months of September and October.

In General Price's report occurs the following summary of the campaign: "I marched 1434 miles, fought 43 battles and skirmishes, captured and paroled over 3000 Federal officers and men, captured 18 pieces of artillery, 3000 stand of small-arms, 16 stand of colors, . . . a great many wagons and teams, large numbers of horses, great quantities of subsistence and ordnance stores, . . . and destroyed property to the cost of \$10,000,000. . . . I lost 10 pieces of artillery, 2 stand of colors, 1000 small-arms, while I do not think I lost 1000 prisoners. . . . I brought with me at least 5000 recruits."



THE "MONONGAHELA" RAMMING THE "TENNESSEE."

THE BATTLE OF MOBILE BAY.

WITH FARRAGUT ON THE "HARTFORD."

BY JOHN CODDINGTON KINNEY, FIRST LIEUTENANT, 13TH CONNECTICUT INFANTRY.
Acting signal-officer, U. S. A., on board of Admiral Farragut's flag-ship, the "Hartford."

NOTE.—Mobile was the only seaport of importance held by the Confederates on the coast of the east Gulf. Measures for its defense were commenced in January, 1861, by the authorities of Alabama, who placed garrisons in old Forts Morgan and Gaines, at the entrance to the bay. The defenses were subsequently increased until, in 1864, there were three lines of works encompassing the city and ten batteries commanding the lower channel. The blockade was generally effectual, but it was run by the notorious cruiser *Florida*, inward in Sep-

tember, 1862, and outward in January, 1863. After the Mississippi was opened by the capture of Vicksburg and Port Hudson, Farragut turned his attention to Mobile Bay. The Confederates were engaged in the construction of rams and ironclads at Mobile and above, and it was his desire to force the entrance into Mobile Bay and capture the forts that guarded it, before the new vessels could be finished. In the latter part of July, 1864, General Gordon Granger brought a land force from New Orleans to cooperate with Farragut.

... On the morning of August 4th a detachment of army signal-officers, under command of the late Major Frank W. Marston, arrived by tug from New Orleans. They were distributed among the principal vessels of the fleet, for the purpose of communicating with General Granger's force after the entrance into the bay had been effected, and it was the good fortune of the writer to be assigned to duty on the *Hartford*. In the afternoon of the same day, Admiral Farragut, with the commanding officers of the different vessels, made a reconnaissance on the steam-tender *Cowslip*, running inside of Sand Island, where the three monitors were anchored, and within easy range of both forts. . . .

The scene on the *Cowslip* that afternoon of the 4th of August was a notable one, as she steamed within the range of the forts. The central figure was the grand old admiral, his plans all completed, affable with all, evidently not thinking of failure as among the possibilities of the morrow, and filling every one with his enthusiasm. He was sixty-three years old, of medium height, stoutly built, with a finely proportioned head and smoothly shaven face, with an expression combining overflowing kindli-

ness with iron will and invincible determination, and with eyes that in repose were full of sweetness and light, but, in emergency, could flash fire and fury. . . .

Before attempting to narrate the events of the next day, it may be well to give an idea of the situation. Mobile Bay gradually widens from the city to the gulf, a distance of thirty miles. The entrance is protected by a long, narrow arm of sand, with Fort Morgan on the extreme western point. Across the channel from Fort Morgan, and perhaps three miles distant, is Dauphine Island, a narrow strip of sand with Fort Gaines at its eastern end. Further to the west is little Fort Powell, commanding a narrow channel through which light-draught vessels could enter the bay. Between Dauphine Island and Fort Morgan, and in front of the main entrance to the bay, is Sand Island, a barren spot, under the lee of which three of our monitors were lying. The army signal-officers were sent on board the fleet, not with any intention of having their services used in passing the forts, but in order to establish communication afterward between the fleet and the army, for the



CAPTURE OF THE CONFEDERATE GUN-BOAT "SELMA" BY THE "METACOMET."

purpose of cooperating in the capture of the forts. The primary objects of Admiral Farragut in entering the bay were to close Mobile to the outside world, to capture or destroy the *Tennessee*, and to cut off all possible means of escape from the garrisons of the forts. Incidentally, also, he desired to secure the moral effect of a victory, and to give his fleet, which had been tossed on the uneasy waters of the Gulf for many months, a safe and quiet anchorage. There was no immediate expectation of capturing the city of Mobile, which was safe by reason of a solid row of piles and torpedoes across the river, three miles below the city. Moreover, the larger vessels of the fleet could not approach within a dozen miles of the city, on account of shallow water. But the lower bay offered a charming resting-place for the fleet, with the additional attraction of plenty of fish and oysters, and an occasional chance to forage on shore.

At sunset the last orders had been issued, every commander knew his duty, and unusual quiet prevailed in the fleet. The sea was smooth, a gentle breeze relieved the midsummer heat, and the night came on serenely and peacefully, and far more quietly than to a yachting fleet at Newport. For the first hour after the candles were lighted below the stillness was almost oppressive. The officers of the *Hartford* gathered around the ward-room table, writing letters to loved ones far away, or giving instructions in case of death. As brave and thoughtful men, they recognized the dangers that they did not fear, and made provision for the possibilities of the morrow. But this occupied little time, and then, business over, there followed an hour of unrestrained jollity. Many an old story was retold and ancient conundrum repeated. Old officers forgot, for the moment, their customary dignity, and it was evident that all were exhilarated and stimulated by the knowledge of the coming struggle. There was no other "stimulation,"

for the strict naval rules prevented. Finally, after a half-hour's smoke under the fore-castle, all hands turned in. The scene on the flag-ship was representative of the night before the battle throughout the fleet.

It was the admiral's desire and intention to get under way by daylight, to take advantage of the inflowing tide; but a dense fog came on after midnight and delayed the work of forming line.

It was a weird sight as the big ships "balanced to partners," the dim outlines slowly emerging like phantoms in the fog. The vessels were lashed together in pairs, fastened side by side by huge cables. All the vessels had been stripped for the fight, the top-hamper being left at Pensacola, and the starboard boats being either left behind or towed on the port side. The admiral's steam-launch, the *Loyall*, named after his son,* steamed alongside the flag-ship on the port side.

It was a quarter of six o'clock before the fleet was in motion. Meantime a light breeze had scattered the fog and left a clear, sunny August day. The line moved slowly, and it was an hour after starting before the opening gun was fired. This was a 15-inch shell from the *Tecumseh*, and it exploded over Fort Morgan. Half an hour afterward the fleet came within range, and the firing from the starboard vessels became general, the fort and the Confederate fleet replying. The fleet took position across the entrance to the bay and raked the advance vessels fore and aft, doing great damage, to which it was for a time impossible to make effective reply. Gradually the fleet came into close quarters with Fort Morgan, and the firing on both sides became terrific. The wooden vessels moved more rapidly than the monitors, and as the *Brooklyn* came opposite the fort, and approached the torpedo line, she came nearly alongside the rear monitor. To have kept on would have been to take the

* Mrs. Farragut's maiden name was Loyall.

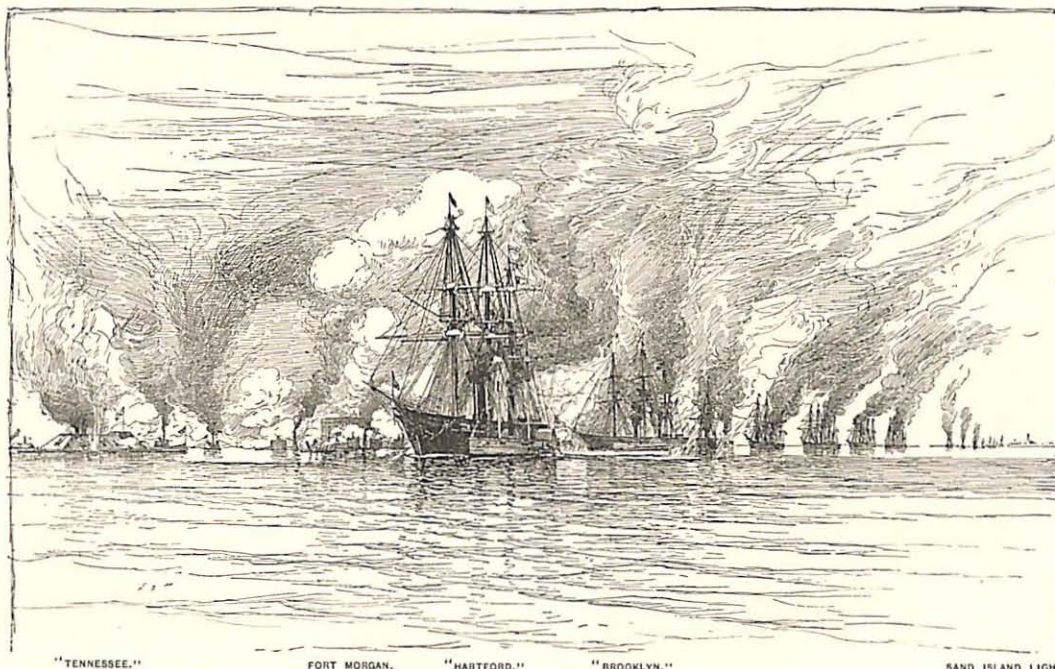


REAR-ADMIRAL JAMES E. JOUETT, U. S. N.
In command of the "Metacomet."

lead, with the ram *Tennessee* approaching and with the unknown danger of the torpedoes underneath. At this critical moment the *Brooklyn* halted and began backing and signaling with the army signals. The *Hartford* was immediately behind and the following vessels were in close proximity, and the sudden stopping of the *Brooklyn* threatened to bring the whole fleet into collision, while the strong inflowing tide was likely to carry some of the vessels to the shore under the guns of the fort.

On the previous night the admiral had issued orders that the army signal-officers were not to be allowed on deck during the fight, but were to go into the cockpit, on the lower deck, and assist the surgeons. The reason assigned was that these officers would not be needed during the passage of the forts, but would be wanted afterward to open communication with the army, and that therefore it would be a misfortune to have any of them disabled. The two army signal-officers on the *Hartford* disrelished this order exceedingly, and, after consulting together, decided that in the confusion of the occasion their presence on deck would probably not be noticed, and that they would evade the command if possible. In this they were successful until shortly before passing Sand Island and coming within range of Fort Morgan. Then the executive officer, Lieutenant-Commander Lewis A. Kimberly, who never allowed anything to escape his attention, came to them very quietly and politely, and told them the admiral's order must be obeyed. We were satisfied from his manner that the surgeons had need of us, and, without endeavoring to argue the matter, made our way to the stifling hold, where Surgeon Lansdale and Assistant-Surgeon Commons, with their helpers, were sitting, with their paraphernalia spread out ready for use.

Nearly every man had his watch in his hand awaiting the first shot. To us, ignorant of everything going on above, every minute seemed an hour, and there was a feeling of great relief when the boom of the *Tecumseh's* first gun was heard. Presently one or two of our forward guns opened, and we could hear the distant sound of the guns of the



THE BATTLE OF MOBILE BAY, LOOKING SOUTH AND EASTWARD.
From a war-time sketch.

fort in reply. Soon the cannon-balls began to crash through the deck above us, and then the thunder of our whole broadside of nine Dahlgren guns kept the vessel in a quiver. But as yet no wounded were sent down, and we knew we were still at comparatively long range. In the intense excitement of the occasion it seemed that hours had passed, but it was just twenty minutes from the time we went below, when an officer shouted down the hatchway: "Send up an army signal-officer immediately; the *Brooklyn* is signaling." In a moment the writer was on deck, where he found the situation as already described. Running on to the fore-castle, he hastily took the *Brooklyn's* message, which imparted the unnecessary information, "The monitors are right ahead; we cannot go on without passing them." The reply was sent at once from the admiral, "Order the monitors ahead and go on." But still the *Brooklyn* halted, while, to add to the horror of the situation, the monitor *Tecumseh*, a few hundred yards in the advance, suddenly careened to one side and almost instantly sank to the bottom, carrying with her Captain Tunis A. M. Craven and the greater part of his crew, numbering in all 114 officers and men. The pilot, John Collins, and a few men who were in the turret, jumped into the water and were rescued by a boat from the *Metacomet*, which, under charge of Acting Ensign Henry C. Nields, rowed up under the guns of the fort and through a deadly storm of shot and shell and picked them up. Meanwhile the *Brooklyn* failed to go ahead, and the whole fleet became a stationary point blank target for the guns of Fort Morgan and of the rebel vessels. It was during these few perilous moments that the most fatal work of the day was done to the fleet.

Owing to the *Hartford's* position, only her few bow guns could be used, while a deadly rain of shot and shell was falling upon her, and her men were being

cut down by scores, unable to make reply. The sight on deck was sickening beyond the power of words to portray. Shot after shot came through the side, mowing down the men, deluging the decks with blood, and scattering mangled fragments of humanity so thickly that it was difficult to stand on the deck, so slippery was it. The old expressions of the "scuppers running blood," "the slippery deck," etc., give but the faintest idea of the spectacle on the *Hartford*. The bodies of the dead were placed in a long row on the port side, while the wounded were sent below until the surgeons' quarters would hold no more. A solid shot coming through the bow struck a gunner on the neck, completely severing head from body. One poor fellow (afterward an object of interest at the great Sanitary Commission Fair in New York) lost both legs by a cannon-ball; as he fell he threw up both arms, just in time to have them also carried away by another shot. At one gun, all the crew on one side were swept down by a shot which came crashing through the bulwarks. A shell burst between the two forward guns in charge of Lieutenant Tyson, killing and wounding fifteen men. The mast upon which the writer was perched was twice struck, once slightly, and again just below the foretop by a heavy shell from a rifle on the Confederate gun-boat *Selma*. Fortunately the shell came tumbling end over end, and buried itself in the mast, butt-end first, leaving the percussion-cap protruding. Had it come point first, or had it struck at any other part of the mast than in the reinforced portion where the heel of the topmast laps the top of the lower mast, this contribution to the literature of the war would probably have been lost to the world, as the distance to the deck was about a hundred feet. As it was, the sudden jar would have dislodged any one from the cross-trees had not the shell been visible from the time



REAR-ADMIRAL THORNTON A. JENKINS, U. S. N.
In command of the "Richmond."

it left the *Selma*, thus giving time to prepare for it by an extra grip around the top of the mast. Looking out over the water, it was easy to trace the course of every shot, both from the guns of the *Hartford* and from the Confederate fleet. Another signal message from the *Brooklyn* told of the sinking of the *Tecumseh*, a fact known already, and another order to "go on" was given and was not obeyed.

Soon after the fight began, Admiral Farragut, finding that the low-hanging smoke from the guns interfered with his view from the deck, went up the rigging of the mainmast as far as the futtock-shrouds, immediately below the maintop. The pilot, Martin Freeman, was in the top directly overhead, and the fleet-captain was on the deck below. Seeing the admiral in this exposed position, where, if wounded, he would be killed by falling to the deck, Fleet-Captain Drayton ordered Knowles, the signal-quartermaster, to fasten a rope around him so that he would be prevented from falling.

Finding that the *Brooklyn* failed to obey his orders, the admiral hurriedly inquired of the pilot if there was sufficient depth of water for the *Hartford* to pass to the left of the *Brooklyn*. Receiving an affirmative reply, he said: "I will take the lead," and immediately ordered the *Hartford* ahead at full speed. As he passed the *Brooklyn* a voice warned him of the torpedoes, to which he returned the contemptuous answer, "Damn the torpedoes." This is the current story, and may have some basis of truth. But as a matter of fact, there was never a moment when the din of the battle would not have drowned any attempt at conversation between the two ships, and while it is quite probable that the admiral made the remark it is doubtful if he shouted it to the *Brooklyn*.

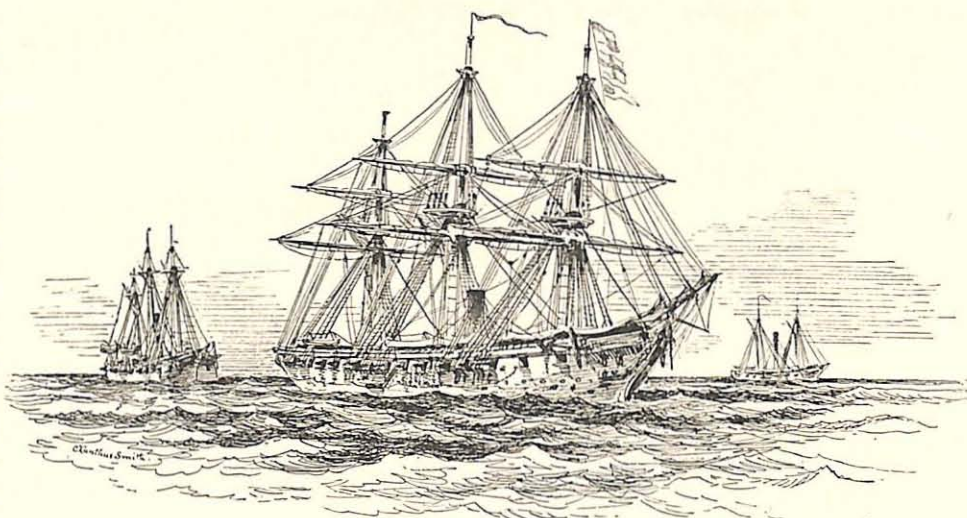
Then was witnessed the remarkable sight of the *Hartford* and her consort, the *Metacomet*, passing over the dreaded torpedo ground, and rushing ahead far in advance of the rest of the fleet, the extrication of which from the confusion caused by the

Brooklyn's halt required many minutes of valuable time. The *Hartford* was now moving over what is called the "middle ground," with shallow water on either side, so that it was impossible to move except as the channel permitted. Taking advantage of the situation, the Confederate gun-boat *Selma* kept directly in front of the flag-ship and raked her fore and aft, doing more damage in reality than all the rest of the enemy's fleet. The other gun-boats, the *Gaines* and the *Morgan*, were in shallow water on our starboard bow, but they received more damage from the *Hartford's* broadsides than they were able to inflict. Meanwhile the ram *Tennessee*, which up to this time had contented herself with simply firing at the approaching fleet, started for the *Hartford*, apparently with the intention of striking her amidships. She came on perhaps for half a mile, never approaching nearer than a hundred yards, and then suddenly turned and made for the fleet, which, still in front of the fort, was gradually getting straightened out and following the *Hartford*. This change of course on the part of the ram has always been a mystery. The captain of the ram, in papers published since the war, denies that any such move was made, but it was witnessed by the entire fleet, and is mentioned by both Admiral Farragut and Fleet-Captain Drayton in their official reports.

The *Hartford* had now run a mile inside the bay, and was suffering chiefly from the raking fire of the *Selma*, which was unquestionably managed more skilfully than any other Confederate vessel. Captain (now Admiral) Jouett, commanding the *Hartford's* escort, the *Metacomet*, repeatedly asked permission of the admiral to cut loose and take care of the *Selma*, and finally, at five minutes past eight, consent was given. In an instant the cables binding the two vessels were cut, and the *Metacomet*, the fastest vessel in the fleet, bounded ahead. The *Selma* was no match for her, and, recognizing her danger, endeavored to retreat up the bay. But she was speedily overhauled, and when a shot had wounded her captain and killed her first lieutenant she surrendered. Before this the *Gaines* had been crippled by the splendid marksmanship of the *Hartford's* gunners, and had run aground under the guns of the fort, where she was shortly afterward set on fire, the crew escaping to the shore. The gun-boat *Morgan*, after grounding for a few moments on the shoals to the east of Navy Cove, retreated to the shallow water near the fort, whence she escaped the following night to Mobile. The *Hartford*, having reached the deep water of the bay, about three miles north of Dauphin Island, came to anchor.

Let us now return to the other vessels of the fleet, which we left massed in front of Fort Morgan by the remarkable action of the *Brooklyn* in stopping and refusing to move ahead. When the ram *Tennessee* turned away from the *Hartford*, as narrated, she made for the fleet, and in their crowded and confused condition it seemed to be a matter of no difficulty to pick out whatever victims the Confederate commander (Admiral Franklin Buchanan) might desire, as he had done in 1861 when commanding the *Merrimac* in Hampton Roads. Before he could reach them the line had become straightened, and the leading vessels had passed the fort. . . .

Whatever damage was done by the *Tennessee* to



"GALENA."

THE "BROOKLYN" AFTER THE BATTLE OF MOBILE BAY.

From a sketch made at the time.

the fleet in passing the fort was by the occasional discharge of her guns. She failed to strike a single one of the Union vessels, but was herself run into by the *Monongahela*, Captain Strong, at full speed. The captain says in his report:

"After passing the forts I saw the rebel ram *Tennessee* head on for our line. I then sheered out of the line to run into her, at the same time ordering full speed as fast as possible. I struck her fair, and swinging around poured in a broadside of solid 11-inch shot, which apparently had little if any effect upon her.

This modest statement is characteristic of the writer, now dead, as are so many others of the conspicuous actors in that day's work. The *Monongahela* was no match for the *Tennessee*, but she had been strengthened by an artificial iron prow, and being one of the fastest—or rather, *least slow*—of the fleet, was expected to act as a ram if opportunity offered. Captain Strong waited for no orders, but seeing the huge ram coming for the fleet left his place in the line and attacked her as narrated. It was at this time that the *Monongahela's* first lieutenant, Roderick Prentiss, a brave and gifted young officer, received his death-wound, both legs being shattered.

At last all the fleet passed the fort, and while the ram ran under its guns the vessels made their way to the *Hartford* and dropped their anchors, except the *Metacomet*, *Port Royal*, *Kennebec*, and *Itasca*. After the forts were passed, the three last named had cut loose from their escorts and gone to aid the *Metacomet* in her struggle with the *Selma* and *Morgan*.

The thunder of heavy artillery now ceased. The crews of the various vessels had begun to efface the marks of the terrible contest by washing the decks and clearing up the splinters. The cooks were preparing breakfast, the surgeons were busily engaged in making amputations and binding arteries, and under canvas, on the port side of each vessel, lay the ghastly line of dead waiting the sailor's burial. As if by mutual understanding, officers who were relieved from immediate duty gathered in the ward-rooms to ascertain who of

their mates were missing, and the reaction from such a season of tense nerves and excitement was just setting in when the hurried call to quarters came and the word passed around, "The ram is coming."

The *Tennessee*, after remaining near Fort Morgan while the fleet had made its way four miles above to its anchorage—certainly as much as half an hour—had suddenly decided to settle at once the question of the control of the bay. Single-handed she came on to meet the whole fleet, consisting now of ten wooden vessels and the three monitors. At that time the *Tennessee* was believed to be the strongest vessel afloat, and the safety with which she carried her crew during the battle proved that she was virtually invulnerable. Fortunately for the Union fleet she was weakly handled, and at the end fell a victim to a stupendous blunder in her construction—the failure to protect her rudder-chains. The spectacle afforded the Confederate soldiers, who crowded the ramparts of the two forts,—the fleet now being out of range,—was such as has very rarely been furnished in the history of the world. To the looker-on it seemed as if the fleet was at the mercy of the ram, for the monitors, which were expected to be the chief defense, were so destitute of speed, and so difficult to maneuver, that it seemed an easy task for the *Tennessee* to avoid them and sink the wooden vessels in detail. Because of the slowness of the monitors, Admiral Farragut selected the fastest of the wooden vessels to begin the attack. While the navy signals for a general attack of the enemy were being prepared, the *Monongahela* (Captain Strong) and the *Lackawanna* (Captain Marchand) were ordered by the more rapid signal-system of the army to "run down the ram," the order being immediately repeated to the monitors.

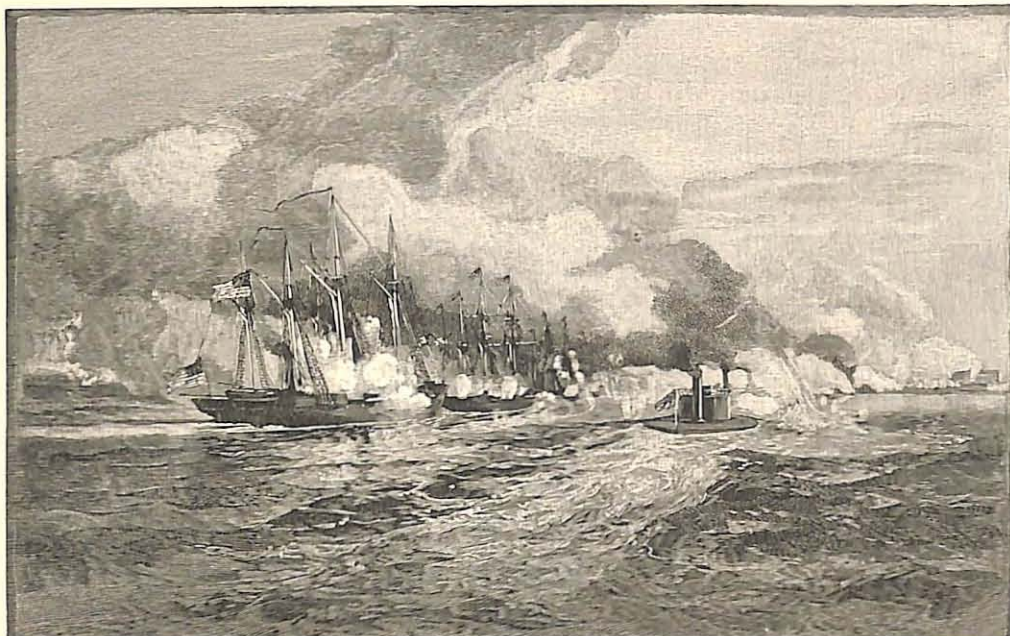
The *Monongahela*, with her prow already somewhat weakened by the previous attempt to ram, at once took the lead, as she had not yet come to



CAPTAIN TUNIS A. M. CRAVEN, U. S. N.

Captain Craven commanding the "Tecumseh," was one of 93 officers and men who went down with the ship and were drowned.

anchor. The ram from the first headed for the *Hartford*, and paid no attention to her assailants, except with her guns. The *Monongahela*, going at full speed, struck the *Tennessee* amidships—a blow that would have sunk almost any vessel of the Union navy, but which inflicted not the slightest damage on the solid iron hull of the ram. (After the surrender it was almost impossible to tell where the attacking vessel had struck.) Her own iron prow and cutwater were carried away, and she was otherwise badly damaged about the stern by the collision. The *Lackawanna* was close behind and delivered a similar blow with her wooden bow, simply causing the ram to lurch slightly to one side. As the vessels separated the *Lackawanna* swung alongside the ram, which sent two shots through her and kept on her course for the *Hartford*, which was now the next vessel in the attack. The two flag-ships approached each other, bow to bow, iron against oak. It was impossible for the *Hartford*, with her lack of speed, to circle around and strike the ram on her side; her only safety was in keeping pointed directly for the bow of her

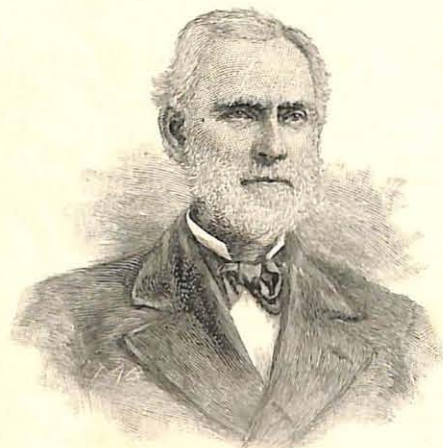


FORT GAINES. "GALENA," "ONEIDA," "ITASCA," "OSSISPEE," "CHICKASAW," "TENNESSEE," FORT MORGAN.

THE BATTLE OF MOBILE BAY. From a war-time sketch.

assailant. The other vessels of the fleet were unable to do anything for the defense of the admiral except to train their guns on the ram, on which as yet they had not the slightest effect.

It was a thrilling moment for the fleet, for it was evident that if the ram could strike the *Hartford* the latter must sink. But for the two vessels to strike fairly, bows on, would probably have involved the destruction of both, for the ram must have penetrated so far into the wooden ship that as the *Hartford* filled and sank she would have carried the ram under water. Whether for this reason or for some other, as the two vessels came together, the *Tennessee* slightly changed her course, the port bow of the *Hartford* met the port bow of the ram, and the ships grated against each other as they

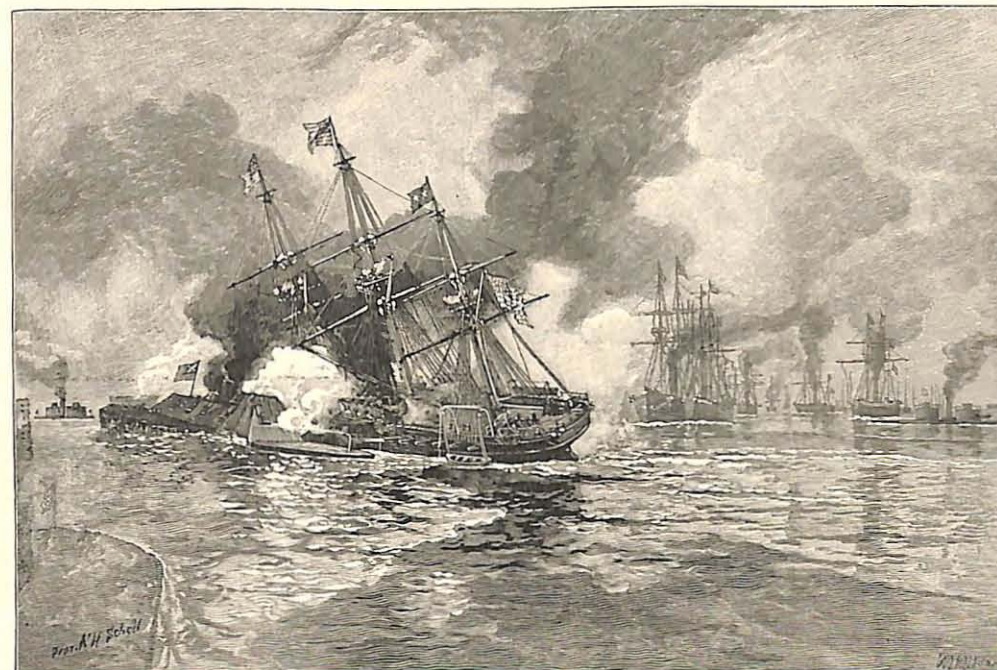


BRIGADIER-GENERAL RICHARD L. PAGE,
C. S. A.
Commanding at Fort Morgan.

passed. The *Hartford* poured her whole port broadside against the ram, but the solid shot merely dented the side and bounded into the air. The ram tried to return the salute, but owing to defective primers only one gun was discharged. This sent a shell through the berth-deck, killing five men and wounding eight. The muzzle of the gun was so close to the *Hartford* that the powder blackened her sides.

The admiral stood on the quarter-deck when the vessels came together, and as he saw the result he jumped on the port-quarter-rail, holding to the mizzen-rigging, a position from which he might have jumped to the deck of the ram as she passed. Seeing him in this position, and fearing for his safety, Flag-Lieutenant Watson slipped a rope around him and secured it to the rigging, so that during the fight the admiral was twice "lashed to the rigging," each time by devoted officers who knew better than to consult him before acting. Fleet-Captain Drayton had hurried to the bow of the *Hartford* as the collision was seen to be inevitable, and expressed keen satisfaction when the ram avoided a direct blow.

The *Tennessee* now became the target for the whole fleet, all the vessels of which were making toward her, pounding her with shot, and trying to run her down. As the *Hartford* turned to make for her again, we ran in front of the *Lackawanna*, which had already turned and was moving under full headway with the same object. She struck us on our starboard side, amidships, crushing half-way through, knocking two port-holes into one, upsetting one of the Dahlgren guns, and creating general consternation. For a time it was thought that we must sink, and the cry rang out over the deck: "Save the admiral! Save the admiral!" The port boats were ordered lowered, and in their



THE "HARTFORD" IN COLLISION WITH THE "TENNESSEE." From a war-time sketch.

haste some of the sailors cut the "falls," and two of the cutters dropped into the water wrong side up, and floated astern. But the admiral sprang into starboard mizzen-rigging, looked over the side of the ship, and, finding there were still a few inches to spare above the water's edge, instantly ordered the ship ahead again at full speed, after the ram. The unfortunate *Lackawanna*, which had struck the ram a second blow, was making for her once more, and, singularly enough, again came up on our starboard side, and another collision seemed imminent. And now the admiral became a trifle excited. He had no idea of whipping the rebel to be himself sunk by a friend, nor did he realize at the moment that the *Hartford* was as much to blame as the *Lackawanna*. Turning to the writer he inquired, "Can you say 'For God's sake' by signal?" "Yes, sir," was the reply. "Then say to the *Lackawanna*, 'For God's sake get out of our way and anchor!'" In my haste to send the message, I brought the end of my signal flag-staff down with considerable violence upon the head of the admiral, who was standing nearer than I thought, causing him to wince perceptibly. It was a hasty message, for the fault was equally divided, each ship being too eager to reach the enemy, and it turned out all right, by a fortunate accident, that Captain Marchand never received it. The army signal-officer on the *Lackawanna*, Lieutenant Myron Adams (now pastor of Plymouth Congregational Church in Rochester, N. Y.), had taken his station in the foretop, and just as he received the first five words, "For God's sake get out" — the wind flirled the large United States flag at the mast-head around him, so that he was unable to read the conclusion of the message.

The remainder of the story is soon told. As the *Tennessee* left the *Hartford* she became the target

of the entire fleet, and at last the concentration of solid shot from so many guns began to tell. The flag-staff was shot away, the smoke-stack was riddled with holes and finally disappeared. The monitor *Chickasaw*, Lieutenant-Commander Perkins, succeeded in coming up astern, and began pounding away with 11-inch solid shot, and one shot from a 15-inch gun of the *Manhattan* crushed into the side sufficiently to prove that a few more such shots would have made the casement untenable. Finally, one of the *Chickasaw's* shots cut the rudder-chain of the ram, and she would no longer mind her helm.



COMMANDER J. D. JOHNSTON, C. S. N.
Of the ram "Tennessee."

At the time, as Admiral Farragut says in his report, "she was sore beset. The *Chickasaw* was pounding away at her stern, the *Ossipee* was approaching her at full speed, and the *Monongahela*, *Lackawanna*, and this ship were bearing down upon her, determined upon her destruction." From the time the *Hartford* struck her she did not fire a gun. Finally the Confederate admiral, Buchanan, was severely wounded by an iron splinter or a piece of a shell, and just as the *Ossipee* was about to strike her the *Tennessee* displayed a white flag, hoisted on an improvised staff through the grating over her deck. The *Ossipee* (Captain LeRoy) reversed her engine, but was so near that a harmless collision was inevitable. Suddenly the terrific cannonading ceased, and from every ship rang out cheer after cheer as the weary men realized that at last the ram was conquered and the day won. The *Chickasaw* took the *Tennessee* in tow and brought her to anchor near the *Hartford*. The impression prevailed at first that the *Tennessee* had been seriously injured by the ramming she had received and was sinking, and orders were signaled to send boats to assist her crew, but it was soon discovered that this was unnecessary. Admiral Buchanan surrendered his sword to Lieutenant Giraud, of the *Ossipee*, who was sent to take charge of the captured *Tennessee*. Captain Heywood, of the Marine Corps, was sent on board the ram with a guard of marines. On meeting Admiral Buchanan he could not resist the temptation to inform him that they had met before under different circumstances, the captain having been on the frigate *Cumberland* when she was sunk in Hampton Roads by Buchanan in the *Merrimac*. . . .

Fort Morgan was at once invested, and surrendered on the 23d of August.

ON BOARD THE RAM "TENNESSEE."

BY JAMES D. JOHNSTON, COMMANDER, C. S. N.

. . . The heavier ships of the fleet, together with the monitors, steamed up the bay to a point about four miles above Fort Morgan, where they were in the act of anchoring when it was discovered that the ram was approaching with hostile intent. Upon this apparently unexpected challenge the fleet was immediately put in motion, and the heavier vessels seemed to contend with each other for the glory of

sinking the daring rebel ram, by running themselves up on her decks, which extended some thirty feet at each end of the shield, and were only about eighteen inches above the surface of the water. So great was their eagerness to accomplish this feat that the *Lackawanna*, one of the heaviest steamers, ran bows on into the *Hartford*, by which both vessels sustained greater damage than their united efforts in this direction could have inflicted upon their antagonist.

Early in the action, the pilot of the *Tennessee* had been wounded by having the trap-door on the top of the pilot-house knocked down upon his head by a shot from one of the enemy's ships, which struck it on the edge while it was thrown back to admit of his seeing more clearly the position of the vessel. Thereafter I remained in the pilot-house for the purpose of directing the movements of the ram.

The monitors kept up a constant firing at short range. The two double-turreted monitors (*Chickasaw* and *Winnebago*) were stationed under the stern of the *Tennessee*, and struck the after end of her shield so repeatedly with 11-inch solid shot that it was found at the close of the action to be in a rather shaky condition. One of these missiles had struck the iron cover of the stern port

and jammed it against the shield so that it became impossible to run the gun out for firing, and Admiral Buchanan, who superintended the battery during the entire engagement, sent to the engine-room for a machinist to back out the pin of the bolt upon which the port-cover revolved. While this was being done a shot from one of the monitors struck the edge of the port-cover, immediately over the spot where the machinist was sitting, and his remains had to be taken up with a shovel, placed in a bucket and thrown overboard. The same shot caused several iron splinters to fly inside of the shield, one of which killed a seaman, while another broke the admiral's leg below the knee. The admiral sent for me, and as I approached he quietly remarked, "Well, Johnston, they've got me. You'll have to look out for her now. This is your fight, you know." I replied, "All right, sir. I'll do the best I know how." While returning to the pilot-house I felt the vessel career so suddenly as nearly to throw me off my feet. I discovered that the *Hartford* had run into the ram amidships, and that while thus in contact with her the Federal crew were using their small-arms by firing through the open ports. However, only one man was wounded in this way, the causes of all our other wounds

being iron splinters from the washers on the inner ends of the bolts that secured the plating. I continued on my way to the pilot-house, and upon looking through the narrow peep-holes in its sides to ascertain the position of the enemy's ships, I discovered that the wooden vessels had mostly withdrawn from the action, leaving it to the monitors to effect the destruction of the ram at their leisure. At this time both of my most efficient guns had been placed in broadside, because both the after and forward port-covers had been so effectually jammed against the shield as to block up the ports. The steering apparatus had been completely destroyed, as it had been plainly visible on the after-deck, and the smoke-stack had fallen, destroying the draught in such a degree as to render it impossible to keep steam enough to stem the tide, which was running out at the rate of over four miles an hour.

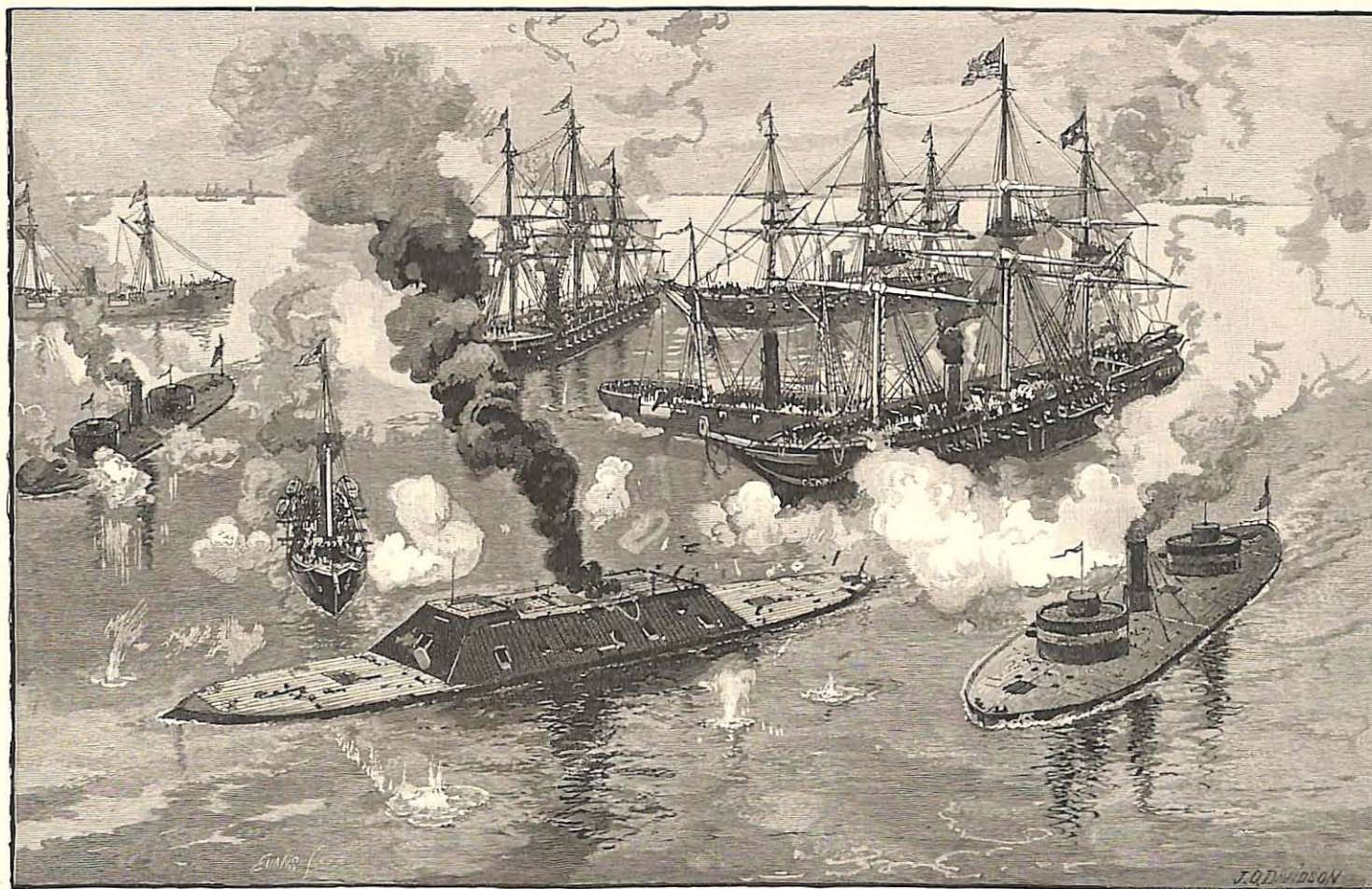
Realizing the impossibility of directing the firing of the guns without the use of the rudder, and that the ship had been rendered utterly helpless, I went to the lower deck and informed the admiral of her condition, and that I had not

been able to bring a gun to bear upon any of our antagonists for nearly half an hour, to which he replied: "Well, Johnston, if you cannot do them any further damage you had better surrender." . . .

With this sanction the commander of the *Tennessee* soon hoisted the white flag, but not in time to escape ramming by one of the heaviest Union ships, which struck the ram on the starboard quarter.

As she did so her commander hailed, saying: "This is the United States steamer *Ossipee*. Hello, Johnston, how are you? Le Roy—don't you know me? I'll send a boat alongside for you." The boat came and conveyed me on board the *Ossipee*, at whose gangway I was met by her genial commander, between whom and myself a lifelong friendship had existed. When I reached the deck of his ship, he remarked, "I'm glad to see you, Johnston. Here's some ice-water for you—I know you're dry; but I've something better than that for you down below." . . .

Within an hour after I was taken on board the *Ossipee*, Admiral Farragut sent for me to be brought on board his flag-ship, and when I reached her deck he expressed regret at meeting me under such circumstances, to which I replied that he was not half as sorry to see me as I was to see him. . . .



"LACKAWANNA,"
"WINNEBAGO,"

"OSSISPEE,"

"BROOKLYN,"
"TENNESSEE,"

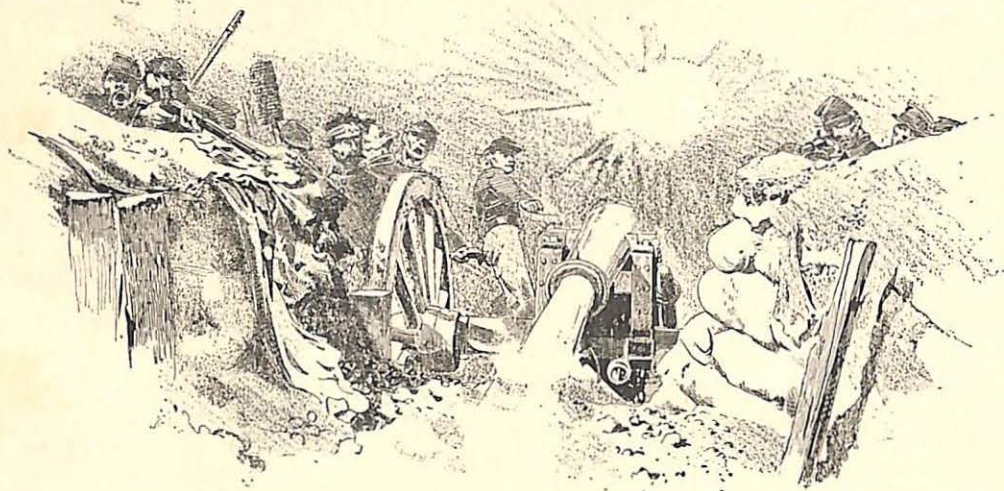
"ITASCA,"

"RICHMOND,"

"HARTFORD,"

"CHICKASAW,"
FORT MORGAN.

SURRENDER OF THE "TENNESSEE," BATTLE OF MOBILE BAY.



DEFENDING AN EMBRASURE.

HOOD'S INVASION OF TENNESSEE

AND THE BATTLES OF FRANKLIN AND NASHVILLE.

THE INVASION.*

BY J. B. HOOD, GENERAL, C. S. A.
Commanding the invading army.

... I remained two days at Cross Roads in serious thought and perplexity. I could not offer battle while the officers were *unanimous* in their opposition. Neither could I take an intrenched position with likelihood of advantageous results, since Sherman could do the same, repair the railroad, amass a large army, place Thomas in my front in command of the forces he afterward assembled at Nashville, and then, himself, move southward; or, as previously suggested, he could send Thomas into Alabama, whilst he marched through Georgia, and left me to follow in his rear. This last movement upon our part would be construed by the troops into a retreat, and could but result in disaster. In this dilemma I conceived the plan of marching into Tennessee with the hope to establish our line eventually in Kentucky, and determined to make the campaign which followed, unless withheld by General Beauregard or the authorities at Richmond. I decided to make provision for twenty days' supply of rations in the haversacks and wagons; to order a heavy reserve of artillery to accompany the army, in order to overcome any serious opposition by the Federal gun-boats; to cross the Tennessee at or near Gunter'sville, and again destroy Sherman's communications at Stevenson and Bridgeport; to move upon Thomas and Schofield, and to attempt to rout and capture their army before it could reach Nashville. I intended then to march upon that city, where I would supply the army and reinforce it, if possible, by accessions from Tennessee. I was imbued with the belief that I could accomplish this feat,

* Taken by permission (and condensed) from General Hood's work, "Advance and Retreat," published by General G. T. Beauregard for the Hood Orphan Memorial Fund: New Orleans, 1880.

afterward march northeast, pass the Cumberland River at some crossing where the gun-boats, if too formidable at other points, were unable to interfere, then move into Kentucky, and take position with our left at or near Richmond, and our right extending toward Hazel Green, with Pound and Stony gaps in the Cumberland Mountains at our rear.

In this position I could threaten Cincinnati, and recruit the army from Kentucky and Tennessee; the former State was reported, at this juncture, to be more aroused and embittered against the Federals than at any other period of the war. While Sherman was debating between the alternatives of following our army or marching through Georgia, I hoped, by rapid movements, to achieve these results.

If Sherman should cut loose and move south—as I then believed he would do after I left his front *without previously worsting him in battle*—I would occupy at Richmond, Kentucky, a position of superior advantage, as Sherman, upon his arrival at the sea-coast, would be forced to go on board ship, and, after a long détour by water and land, repair to the defense of Kentucky and Ohio or march direct to the support of Grant. If he should return to confront my forces, or follow me directly from Georgia into Tennessee and Kentucky, I hoped then to be in condition to offer battle; and, if blessed with victory, to send reinforcements to General Lee, in Virginia, or to march through the gaps in the Cumberland Mountains and attack Grant in rear. This latter course I would pursue in the event of defeat or of inability to offer battle to Sherman. If, on the other hand, he should march to join Grant, I could pass through the Cumberland gaps to Petersburg, and attack Grant in rear at least two weeks before he, Sherman, could render him assistance.

This move, I believed, would defeat Grant, and allow General Lee, in command of our combined

armies, to march upon Washington or turn upon and annihilate Sherman. Such is the plan which, during the 15th and 16th, as we lay in bivouac near Lafayette, I maturely considered, and determined to carry out.

On the 17th the army resumed its line of march, and that night camped three miles from the forks of the Alpine, Gaylesville, and Summerville roads; thence it proceeded toward Gadsden. I proposed to move directly on to Gunter'sville and to take into Tennessee about one-half of Wheeler's cavalry (leaving the remainder to look after Sherman) and to have a depot of supplies at Tusculumbia in the event that I should meet with defeat in Tennessee.

Shortly after my arrival at Gadsden, General Beauregard reached the same point; I at once unfolded to him my plan, and requested that he confer apart with the corps commanders, Lieutenant-Generals Lee and Stewart and Major-General Cheat-ham. If after calm deliberation he deemed it expedient we should remain upon the Alabama line and attack Sherman, or take position, intrench, and finally follow on his rear when he should move south, I would of course acquiesce, albeit with reluctance. If, contrariwise, he should agree to my proposed plan to cross into Tennessee, I would move immediately to Gunter'sville, thence to Stevenson, Bridgeport, and Nashville.

This important question at issue was discussed during the greater part of one night, with maps before us. General Beauregard at length took the ground that, if I should engage in the projected campaign, it would be necessary to leave in Georgia all the cavalry at present with the army, in order to watch and harass Sherman in case he should move south, and to instruct Forrest to join me as soon as I should cross the Tennessee River. To this proposition I acceded. After he had held a separate conference with the corps commanders, we again debated several hours over the course of action to be pursued; and, during the interview, I discovered that he had gone to work in earnest to ascertain, in person, the true condition of the army; that he had sought information not only from the corps commanders, but from a number of officers, and had reached the same conclusion I had formed at Lafayette: that we were not competent to offer pitched battle to Sherman, nor could we follow him south without causing our retrograde movement to be construed by the troops into a recurrence of retreat, which would entail desertions and render the army of little or no use in its opposition to the enemy's march through Georgia. After two days' deliberation General Beauregard authorized me, on the evening of the 21st of October, to proceed to the execution of my plan of operations into Tennessee. General Beauregard's approval of a forward movement into Tennessee was soon made known to the army. The prospect of again entering that State created great enthusiasm, and from the different encampments arose at intervals that genuine Confederate shout so familiar to every Southern soldier, and which then betokened an improved state of feeling among the troops.

With twenty days' rations in the haver-

sacks and wagons, we marched, on the 22d of October, upon all the roads leading from Gadsden in the direction of Gunter'sville, on the Tennessee River, and bivouacked that night in the vicinity of Bennett'sville. . . .

... The Confederate army rested upon the banks of the Tennessee one month after its departure from Palmetto. It had been almost continuously in motion during the interim; by rapid moves and manœuvres, and with only a small loss, it had drawn Sherman as far north as he stood in the early spring. The killed and wounded at Alatoona had been replaced by absentees who returned to ranks, and, as usual in such operations, the number of desertions became of no consequence.

Notwithstanding my request as early as the 9th of October that the railroad to Decatur be repaired, nothing had been done on the 1st of November toward the accomplishment of this important object. I had expected upon my arrival at Tusculumbia to find additional supplies, and to cross the river at once. Unfortunately, I was constrained to await repairs upon the railroad before a sufficient amount of supplies could be received to sustain the army till it was able to reach middle Tennessee.

General Beauregard remained two weeks at Tusculumbia and in its vicinity, during which interval the inaugurated campaign was discussed anew at great length. General Sherman was still in the neighborhood of Rome, and the question arose as to whether we should take trains and return to Georgia to oppose his movements south, or endeavor to execute the projected operations into Tennessee and Kentucky. I adhered to the conviction I had held at Lafayette and Gadsden, and a second time desired General Beauregard to consult the corps commanders, together with other officers, in regard to the effect a return to Georgia would produce upon the army. I also urged the



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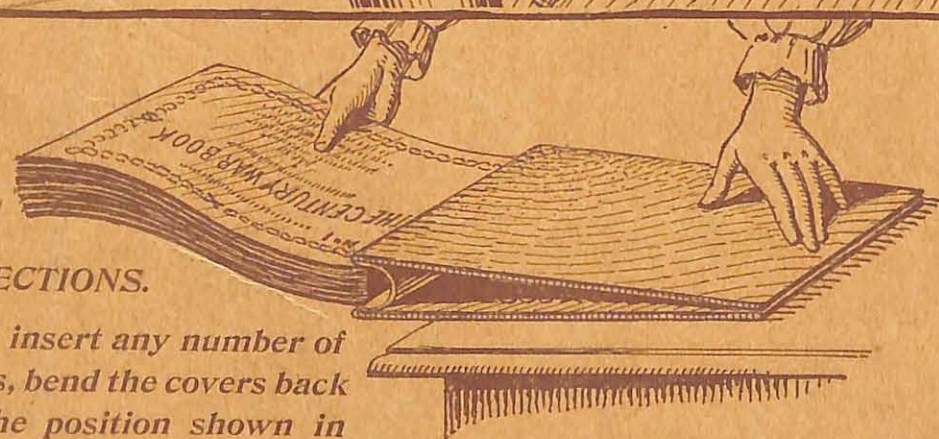
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