FIRST EDITION

VOL. XIV-NO. 38.

OBITUARY.

ADMIRAL FARRAGUT.

Our Great Naval Hero.

His Death Yesterday.

Sketch of His Life,

Twenty-five Years at Sea.

The Great Scenes in His Career.

Etc., Etc., Etc.

The Death of Admiral Farragut.
PORTSMOUTH, N. H., August 15.—Admiral Farragut died very peacefully yesterday, at noon precisely, surrounded by his friends and family, at the residence of Commodore Pennock. His remains will be deposited temporarily in a vault here until his final resting place shall be decided

WASHINGTON, Aug. 15. The Official Announcement.

Special Despatch to The Evening Telegraph. The Navy Department has issued the following

order in relation to the death of Admiral Far-

NAVY DEPARTMENT, WASHINGTON, Aug. 15, 1870.—The Secretary of the Navy has the painful duty of announcing to the navy and the country the death of the highest officer of the service. David Glascoe Farragut, Admiral of the Navy of the United States, died at Portsmouth, New Hampshire, at meridian, the 14th inst., in the seventieth year of his age. The life of this officer has been spent in the service of his country. The record of his deeds is written on the noblest pages of her history, and his death will be mourned by the whole people who loved while they honored him. He will be buried from St. John's Church, Portsmouth, New Hampshire, on Wednesday, the 17th instant, at meridian. The flag will be disclosed at helf-meridian. displayed at half-mast at all the navy yards and stations and on all United States ships of war in commission in our own waters on the day of the funeral and on all United States ships-of-war in foreign waters on the day after the receipt of this order, and thirteen minute guns will be fired at noon on the day of the funeral at all the navy yards and stations where this order in received in time. The commandant of the navy yard at Portsmouth will furnish a funeral escort to pay proper respect to the deceased. Officers of the navy and Marine Corps will wear crape on the left arm for the period of thirty days. GEORGE M. ROBESON, Secretary of the Navy.

ADMIRAL FARRAGUT'S CAREER.

The death of Admiral Farragut, which is announced from Portsmouth, N. H., will create a profound impression not only in the United States, but throughout the world. The records of Von Trump and Nelson present nothing which can surpass, even if it approaches, the heroic deeds with which history will associate his name. And the quiet dignity and unaffected modesty with which he has borne himself since his name has been carried to the corners of the earth, endeared him to the people in whose righteous cause he did such manly and His Early Life.

The father of Admiral Farragut was of Spanish extraction, and a native of the island of Minorea. He came to America in the year 1776, and entering the Revolutionary army, rose to the rank of Major. At the close of the war, the elder Farragut married a North Carolina lady, and subsequently migrated to Tennessee, taking up his residence near the town of Knoxville, where, at a place called Campbell's Station, David Glascoe Farragut, his illustrious son, was born in the year 1801. In his early boyhood he evinced a passion for a sallor's life, and his ambition was satisfied before he had fairly entered upon his teens. Commodore Porter, one of the most noted of our early naval heroes, was an intimate friend of his father, and it was through his influence that a midshipman's warrant was seenred for young Farragut, bearing the date of December. 17, 1810. Porter took him on board his own ship. and under the eye of this old sailor he received his first lessons in naval warfare. When but thirteen years old, he participated in the famous encounter

in Valparaiso bay, being then attached to Porter's celebrated ship, the Essex, which, on March 28, 1814, after a desperate encounter of three hours, was captured by the Phoebe and Cherub. For his manly conduct on this occasion he received the special commendation of the Commodore, although he was still too young to be recommended for promotion. It was in this encounter that he received his first and only wound, being knocked down the hatch by a falling man and severely bruised in the fall.

His Career Before the War.

A brief period of schooling, passed at Chester, in this State, followed this early sea experience, and he finally started on the road to the highest rank in the service in those days. In 1816 he was again in active service on board the flagship of the Mediterranean squadron. Here he found in the chaplain, Rev. Charles Folsom, a friend and instructor, to whom he attributes muck of the usefulness and success which have marked his subsequent career. When, shortly after, Mr. Folsom was appointed Consul at Tunis, young Farragut accompanied him, and the period of his life spent here was a most important one in its influences upon his character. He was promoted to a lieutenant on January 1, 1821, and ordered to the West Indies, where, under Commodore Porter, he took part in the attack on the pirate rendezvous at Cape Cruz, on the south side of the island of Cuba, July 23, 1823. The attacking vessels were the schooners Greyhound and Beagle, which, after a contest lasting twelve hours, captured the boats of the pirates, the work being anally wound up by the destruction of their village by fire. Subsequently he was on duty at the Norfolk Navy Yard until 1833, except during 1829 and 1830, in which years he cruised in the Vandalia on the

Brazilian station. In 1834 he returned to the Brazilian station, as executive officer of the sloop-of-war Natchez. In 1838 he was again on duty in the West Indies, and in 1841, having been commissioned commander on September 8 of that year, he was once more ordered to the Brazilian station on the sloop-of-war Decatur. In 1843 he was given three years leave of absence, at the expiration of which time he was once more ordered to the Norfolk Navy Yard. From 1847 to 1849 he was in command of the sloop-of-war Saratoga, of the home squadron; was stationed at the Norfolk Navy Yard again in 1850; and, having been commissioned as esptain-at that time the highest rank known in the service-in March, 1851, was placed on ordinance duty until 1054. From 1553

Yard, at San Francisco, California; after which service he commanded the sloop-of-war Brooklyn, of

the home squadron, until May, 1860. At the Outbrenk of the War

he was sixty years of age, and of these nearly fifty had been passed in the service of his country. But the sixty years sat lightly upon him-had not dampened his energies or tempered the fire of his soul. One who saw him then would not have imagined him to be beyond middle age. He was proof, too, against all the allurements which assailed every officer of Southern birth, connections, or associations, Buchanan, Tatnall, Maury, Page, Semmes, Mamit, and nearly all the Southern men who at that time held high rank in the navy, espoused the cause of the Rebellion; but Farragut was true to the flag under which he had sailed on every sea. The outbreak of the war found him on shore duty at Norfolk, Va., where he had married years before and possessed a small estate. When the hand of treason was raised against the nation, he left all his worldly possessions and made his escape quietly to the North, leaving Norfolk on the 18th of April, 1861. His family accompanied him and took up their residence at Hasting, on the Hudson, while Farragut proceeded Sixty Years in the Service. to the capital and placed himself at the service of the Government.

In Command of the Western Gulf Squadron. He was ordered on duty as a member of the Naval Retiring Board, which met at New York in October, 1861, and his first opportunity to achieve a marked success was not presented until he was placed, in January, 1862, in command of the Western Gulf Squadron. with the rank of Fiag Officer. His instructions required him to take command of the Western Gulf blockading squadrou, and to attempt the passage of the obstructions upon the Mississippl, below New Orleans, the capture of that city being the grand object to be kept in view.

On February 20, 1862, Farragut reached Ship Island a full month before the arrival of General Batler with the land forces which were to co-operate with him in the attempt upon New Orleans. He did not await the arrival of Butier, but proceeded with the Hartford, his flag-ship, and the other vessels of his fleet, to the mouth of the Mississippi, where several weeks were occupied in getting them over the bar, which was not accomplished until the 5th of April, and even then the Colorado and the Wabash he was obliged to leave behind, in consequence of the shallowness of the water.

The fleet with which he finally entered the Mississippi consisted of forty-five vessels of all classes, rive being powerful steam sloops-the largest vessels which had ever crossed the bar-seventeen gunboats, twenty-one mortar schooners, and two large sailing vessels. Altogether, they carried two hundred guns and mortars, many of which were of very heavy calibre. The time which clapsed before the commencement of active operations was devoted to the perfection of the arrangements for assaulting the fortifications which guarded the ap-

The position of the Rebels was certainly one of great strength. As the control of the Mississippi depended in great measure upon the possession of the lower portion of the stream, they had expended all their energies in strengthening their hold upon it. Some seventy-five miles below the city, and about twenty-live miles from the "passes" of the river, they had possession of two strong works constructed many years before by the United States Government, Fort St. Philip on the left or north bank, and Fort Jackson on the right. Their united armament was 196 guns, many of them of the very largest calibre. Starting opposite Fort Jackson and extending to a point a quarter of a mile below Fort St. Philip, a stout chain cable was stretched across the stream (here 700 yards wide), supported by a raft of logs and eight hulks securely moored. Adjoining Fort Jackson was a water battery. Under cover of the forts was a fleet of thirteen gunboats, the powerful iron-clad battery Louisiana, and the iron-clad ram Manassas, the naval forces being commanded by Commodore G. N. Hollins. Between New Orleans and the forts several earthworks, well armed, commanded the channel. "Our only fear," said the press of New Orleans of April 5, "Is that the Northern invaders may not appear. We have made such extensive preparations to receive them that it were vexations if their invincible armada escapes the fate we have in store for it."

Bombardment of Forts Jackson and St. Philip. On the morning of the 17th of April the fleet was finally drawn up in close order, four miles below the forts. The enemy first tried the efficacy of fire-rafts, which were sent down the river during the entire day and the following, night, but without doing any harm. On the morning of the 18th preparations were ready for the "ombardment, the foremost of the bomb-vessels about a mile and a half below Fort Jackson. For three days the bombardment, under the direct supervision of Admiral, then Commander, Porter, continued, 4000 shells being thrown at it, with very disastrous results, including the firing of the citadel and the destruction of the clothing and commissary stores, while but little damage was sustained by the attacking fleet, only one of the mortarboats being sunk and the casualties numbering two men killed and five wounded. Farragut then concluded that the mortar-fleet could never reduce the forts, and determined to attempt to run past them.

Running the Gauntlet of the Forts. To Bell, the fleet-captain and commander of the nag-ship, was assigned the task of breaking the barricade which stood in the way of such an attempt. This was accomplished on the night of the 20th, under cover of darkness and a flerce bombardment,

The way to New Orleans was then open to Farragut, and he dared make the venture. Engineer Moore, of the Richmond, suggested the guarding of the sides of the vessels by the iron-chain cables, which were looped over, forming a sort of armor which served to protect the line of the engines. Every possible precaution and preliminary were taken, in accordance with Farragut's general order, addressed to the commander of each vessel.

The time for the run was fixed for the night of the 23d of April. The bombardment was kept up until then, to occupy the attention of the enemy. At 2 o'clock on the morning of the 24th, the signal for the advance was given, and at half-past 3 the whole fleet was under way. The Hartford, with Farragut perched in the forerigging and peering anxiously through his glass into the thick darkness, led the column on the left, the Cayuga led the right, and following them came three other steamers and twelve gunboats, carrying in all 294 guns, the mortar fleet with its own steamers and the sailing vessels being left behind, to cover the advance with their fire,

It is impossible, in the space and time at our com-

mand, to go into the details of the memorable conflict which ensued. It was terrific. But the greater portion of the fleet succeeded in running the flery ordeal. Farragut's flagship, the Hartford, had scarcely gotten under way before she received the fire of Fort Jackson. The response of the Hartford drove every man in the fort under cover, but did not interrupt the hot fire from the casemate guns, Fort St. Philip soon opened upon the advancing fleet, and the smoke became so dense that the flash of the guns was the only object at which either forts or deet could direct their aim. A huge are-raft then loomed up through the darkness, and in endeavoring to avoid this Farragut ran his vessel ashore. The raft, pushed forward by the ram Manassas, whose black hull was invisible, was shoved square upon the Hartford. In a moment the good ship was on fire half way up to her tops, the flames bursting through her ports and running up the rigging. The "fire quarters" were beaten, the flames extinguished, and the steamer backing off from the shore succeeded in extricating herself from the raft, and again started up the stream. In a few moments she was brought opposite St. Philip, upon which she poured her fire from one broadside, while the other still blazed away at Fort Jackson. A half hour more of this hot work carried the Hartford past the range of the forts and



THE LATE ADMIRAL FARRAGUT.

advance. After Farragut's fleet had passed the obstructions and the forts, in the dawn of the morning an attempt was made to retrieve the fortunes of the fight on the part of the Confederates. The ram Manassas started up the stream, but was encountered by the Mississippi, which dashed towards her with the full velocity of steam and stream. When they were but fifty yards apart the ram put her helip a-port, dodged the blow, and, running full on the banks, her crew succeeded in getting ashore. The Mississippi poured in two broadsides, thoroughly riddling the Manassas, and then boarded her, but she was not worth the effort of saving.

During the fight, the Varuna, one of Farragut's vessels, went to the bottom, but not until she had seized, sunk, or disabled six of the enemy's fleet. The Winona and Kennebec had got fouled among the hooks of the barricade, and at daylight found themselves the mark for the whole fire of the two forts, against which it was useless to contend; they had therefore been forced to turn their heads down stream. The Itasca had desisted from the attempt to pass the forts only when several shets from Fort Jackson had passed through her, one piercing her boiler, making an aperture through which the steam rushed in a dense cloud, filling the engine-room and driving every man below from his post. The seven ays' bombardment and the three hours' fight with the Confederate forts and fleet had cost the loval navy 37 men kaled and 171 wounded, more than half of the loss falling upon the five steamers.

Surrender of New Orleans.

Although Farragut found his fleet somewhat battered, it was still in sufficient trim to finish the task he had begun. Word was sent to Porter and Butler, still below the forts, of the success which had attended the advance, and the latter was told that the way was clear for him to send his troops up to the city in the rear of the forts.

On the morning of April 25, Farragut started up the stream for New Orleans, encountering no further opposition of a serious character, and at noon the deet rounded the bend in the river and cast anchor in full view of the city. The shore was lined with blazing fires, the stream was filled with burning vessels, and the levee was swarming with an excited mob. A faint cheer for the Union was raised, but the men who thus tendered a welcome to the invaders were speedily hunted down by the mob, and their patriotic ebuilition suppressed. The rain soon began to descend, and the crowd gradually dwin-

While the rain was still descending, a boat put off from the Hartford, without a flag of truce. Two officers, charged with the duty of demanding the surrender of the city, stepped ashore, amid cheers for Jeff Davis and groans for Lincoln, and proceeded to the City Hall, some of the crowd acting as an escort and attempting to chiefd the messengers from the insults of the yelling mob which followed them. One of the New Orleans journals the next morning said:-"No violence was offered to the officers, though certain persons who were suspected of favoring their flag and cause were set upon with great fury and roughly handled. On arriving at the City Hall, it required the intervention of several citizens to prevent violence being offered to the rash ambassadors of an execrated dynasty and government." The officers presented themselves to the notorious desperado, John T. Monroe, who was at that time Mayor of the city, demanding its surrender and the hoisting of the Union flag on the public buildings. Monroe responded that he had no authority to surrender the town, and declined to hoist the fiag. General Lovell, the military commander, was then sent for, and when he arrived, he declared that he had evacuated the city, and therefore could not surrender it. He said he would withdraw, and permit the municipal authorities to do as they thought best. The Mayor thereupon promised to consult the City Council and report the result the

On the morning of the 26th the City Council was called together to listen to the response of Monroe to the demand for a surrender. It was very bombastic and indefinite, but received their hearty approval. "The city is yours," read the document, "by the power of brutal force. As to the hoisting of any other dag than the one of our own adoption, the man lives not in our midst whose hand and heart would not be palsted at the mere thought of such an act; nor could I find in my entire constituency so wretched and desperate a renegade as would dare to profane with his hand the sacred emblem of our aspirations,"

On the following morning, the 27th, Farragut sent a party on shore to hoist the Union flag on the Custom House and Mint, with instructions to use their arms only when assailed. Insult, but not violence, was tendered them, and the days were left without a guard, but with an intimation that the fleet would open fire upon the Mint, if an attempt was make to disturb the flag on that building. About noon, however, four men ascended to the roof and tore down the flag, which was dragged through the mire of the streets, torn into shreds, and the pieces distributed among the crowd. As soon as the attempt upon the mag was noticed on board the Pountain, which to 1868 he was in command of the Mare Island Navy , brought her among the remnants of the Robel fleet, I guns had been trained upon the building, the strings the vessel on fire, abandoned her with his officers and | hebeis, was known up by them on the evening of the

lowed, as the wafers had been removed from the guns, in view of an approaching shower. Farragut at once wrote to the Mayor, detailing the outrage and noticing the refusal to haul down the State dag, and notifying him to remove the women and children from the city within forty-eight hours, if his determination had been rightly understood. An insolent response was made to this notice, when Farragut again wrote, saying that the Mayor's letter was so offensive that all intercourse between them was at an end. He was forther told that General Butler was close at hand with his forces, and would soon take possession of the city. In the meantime, the Union gag was to be displayed from the Custom House and all other ensigns to disappear, Captain Bell, at the head of a small force of marines, then proceeded to the Custom House, hauled down the Confederate flag, replacing it with the Stars and Stripes, and, after locking the building and carrying off the keys, again left the flag without a guard. But it was not

On the 28th of April Forts Jackson and St. Philip capitulated. Butler passed up the stream with his troops, and on the first of May took possession of the caty, relieving Farragut from his dilemma.

Operations on the Mississippi. After the forts and city had been fully occupied by

the military forces, Farragut supervised several minor operations on the river above. Baton Rouge was taken possession of on May 7, and Natchez ou May 12, and on May 18th the advance of the equadron arrived near Vicksburg, Farragut coming upon the scene a few days afterwards. On the nights of June 26-27, Porter's mortar fleet opened fire upon the town and a string of formiable batteries which lined the heights, and on the morning of June 28th the squadron made a move to pass the batteries. being supported by the mortar fleet, as below New Orleans. Farragut's flagship, the Hartford, with several other vessels, succeeded in passing the batteries, which extended a distance of three miles, in the face of a strong current, but no substantial benefit resulted, owing to there not being a sufficient land force to co-operate in the attack.

Having effected a junction with the Western gunboat fiotilla of Flag-Officer Davis, Farragut started on an expedition up the Yazoo river on the morning of July 15. Near the mouth of this steamer he enencountered the Rebel ram Arkansas, which, after a severe contest, succeeded in forcing her way through the united Federal fleet, and took refuge under the guns of Vicksburg. Farragut then determined upon again running the gauntlet of the batteries near Vicksburg, for the purpose of supporting the portion of his fleet which had remained below, and with the hope of destroying the ram Arkansas, in passing, He succeeded in getting below Vicksburg, with but tittle loss of life, but the darkness of the night prevented him from accomplishing the latter object, On the 28th of July, 1862, he arrived again at New Orleans, with the greater portion of his fleet, having been ordered by the Secretary of the Navy to proceed down the river before the water got too low to prevent his retreat. On the 11th of August he sailed again for Ship Island, and thus closed one of the grandest operations in naval history.

Appointed a Rear-Admiral. creating the additional ranks in the navy of Commodore and Rear-Admiral, and in August following

Captain Farragut was promoted to the latter position, heading the list and ranking all the other officers in the navy. Previous to this, by recommendation of the President, he received the formal thanks of both houses of Congress.

The Gauntlet of Port Hadson, and its Capture.

of 1862 were not of a startling character, and Farra-

The naval movements during the closing months

gut had no opportunity, while engaged in the routine duty of directing the operations of his blockading fleet, to figure so prominently as he had done below New Orleans and in front of Vicksburg. When, however, in the latter part of January, 1863, the army of General Grant and the Mississippi fiotilla, under Rear-Admiral Porter, commenced the siege of Vicksburg, Farragut was ordered to move up the river and open communication with these two commanders, who were operating above the town. On the night of March 14 he gauntlet of the batteries at Port Hudson with his own staunch ship, the Hartford, and the Albatross, the Mississippi being de-

stroyed and the remainder of the deet driven back. Farragut's ship passed the batteries without difficulty, the gunboat Albatross lashed to her side. The smoke from the bring was so dense, however, that it obscured the outlines of the river, and impeded the operations of the vessels following in his wake. The Richmond, having received a shot through her steam-drum, dropped out of fire, with three of her crewikilled and seven wounded. The Monongahela also dropped down the river and cast anchor. The gunboat Kinee, her propeller fouled by the hawser and with a shot through her rudder post, followed their example. So great, indeed, was the fire from the batteries that the destruction of the whole feet appeared to be imminent. The Mississippi finally groupded, and her commander, Captain Smith, after destroying the engines, spining the georg and setting

erew, and escaped to the opposite side of the river. The vessel soon drifted down the stream and ex-

Once beyond Port Hudson, Farragut succeeded in approaching to within a short distance of Vicksburg. He then opened communication with the other Federal commanders across the Peninsula, after which he blockaded effectually the mouth of the Red river for several weeks, intercepting the supplies from Texas which were destined for the Rebel forces at Port Hudson and Vicksburg. Early in May, however, he was relieved from this duty by Rear-Admiral Porter, who had run the Vicksburg batteries with a portion of his fleet. He then returned to New Orleans by way of the Atchafalaya, and exercised the general direction of the naval operations against Port Hudson until its surrender, on July 8, immediately after the capitulation of Vicksburg. The Rebel position having been formally invested by General Banks, Farragut co-operated with him in the famous assault, on the 27th of May, upon the Rebel works. The attention of the enemy being mainly absorbed by the land attack, they sustained severe damage from Farragut's fleet, which rained upon their works a constant shower of saot and shell, after compelling them to abandon entirely

their southernmost battery. When the great river highway was thus finally thrown open, the entire control of the fleets operating upon the Western waters above New Orleans was turned over to Porter by Parragut, who still remained, however, in command of the Western Gulf Squadron until he was temporarily relieved, in July, by his second in command, Commodore Bell.

The Buttle of Mobile Bay. Early in 1864, Farragut, having resumed command of the Western Gulf Squadron, directed his attention to the fortifications guarding the entrance to Mobile Bay. The Rebels, under their shelter, had constructed several fermidable iron-clads, with which they threatened to raise the blockade of the port. Having reconnoitred the approaches to the city, he offered, with the assistance of one or two iron-clads and a few thousand troops, to gain full possession of the Bay. Neither of these could at once be furnished, and so he was forced to content himself for several months with threatening demonstrations, although, as he confidentially informed the Navy Department, the issue would have been a doubtful one if the Rebel iron-clads had ventured out from behind the land works and attacked this wooden fleet,

In the latter part of July, at length, four monitors were added to his squadron, and on the morning of the 5th of August, the entire fleet, consisting of the four iron-clads and fourteen wooden ships, moved up the bay, two abreast and lashed together. Farragut was still on board his old dag-ship, the Hartford. History has already recorded that, in order to get an unobstructed view of the scene of operations, he caused himself to be lashed to the main-top on this memorable occasion, but the following is the origin of the story, as given by the Admiral himself when on his visit to San Francisco:-

on his visit to San Francisco:—

"At the commencement of the battle in Mobile bay, for the purpose of obtaining the best view of the movements of the enemy and to better govern the fleet under my command, I got into the lower part of the rigging of the Hartford, just above what is known as the hammock-railing. As the smoke ascended from the heavy cannonading my view became more obscured, and I was compelled to ascend the rigging, gradually, until finally I got some little distance beneath the maintop. At this juncture, Captain Percival Drayton, my Fleet Captain, fearing, as he said, that I might fall overboard in case of being wounded, called one of the Quartermaster—and cutting off a piece of the signal halyards (a small rope) ordered him to bring it up to me that I might render my position more secure. me that I might render my position more secure. With this rope I attached myself to the rigging, but not near the masthead. The truth of the matter affords an evidence of how a well-told and plausible story, frequently repeated, becomes universally ac-

When the head of the floating column came abreast of Fort Morgan, the latter opened fire, and the action soon became general. But such a terrific and continuous broadside was poured into the forts that the Rebel gunners were soon driver from their positions. By 8 o'clock the whole column had passed Forts Morgan and Gaines, with no serious disaster beyond the loss of the monitor Tecumseh, through the bottom of which, just under the turret, a hole was blown by the explosion of a torpedo.

The Rebel fleet, consisting of the iron-clad ram Tennessee and three gunboats, were meanwhile pouring a terrific fire upon the Union vessels from their sheltered position under the guns of Fort Morgan. The Tennessee, during the passage of the forts, had made a dash at the advancing fleet, but soon returned to her place of security. After this abortive demonstration. Farragut thought that the Rebel vessels were determined not to risk close onarters, and hence ordered his fleet to cast off their couplings and come to anchor. The light draught gunboats were then entrusted with the task of destroving the Rebel gunboats, one of which was captured and another so seriously injured that she had o be destroyed.

When several of the larger vessels of his fleet were already at anchor, Farragut perceived, about nine o'clock, that the Tennessee was standing towards the Hartford. Of the encounter which followed, he has given the following account:-"I was not long in comprehending his intentions to

be the destruction of the flagship. The monitors, and such of the wooden vessels as I thought best adapted for the purpose, were immediately ordered to attack the ram, not only with their guns, but bows on at full speed, and then began one of the flercest naval combats on record. The Monongahela, Commander Strong, was the first vessel that struck her, and in doing so carried away his own iron prow, together with the cutwater, without apparently doing her adversary much injury. The Lackawanna, Cap-tain Marchand, was the next vessel to strike her, which she did at full speed; but though her stem was cut and crushed to the plank ends for the distance of three feet above the water's edge to five feet below, the only perceptible effect on the ram was to give her a heavy lift. The Hartford was the was to give her active the control was the third vessel which struck her, but, as the Tennessee quickly shifted her helm, the blow was a glancing one, and as she rasped along our side, we poured our whole port broadside of 9-inch solid shot within ten feet of her casemate. The monitors worked slowly, but delivered their fire as opportunity offered. The Chickasaw succeeded in getting under her stern, and a 15-inch shot from the Manhattan broke through her iron plating and heavy wooden backing, though the missile itself did not enter the vessel. Immediately after the collision with the flagship, I directed Captain Drayton to bear down for the ram again. He was doing so at full speed when, unfor-tunately, the Lackawanna run into the Hartford just forward of the mizzenmast, cutting her down within two feet of the water's edge. We soon got clear again, however, and were fast approaching adversary, when she struck her colors and ran up

"She was at this time sore beset; the Chickusaw was pounding away at her stern, the Ossipee was approaching her at full speed, and the Monongahels, was pounding away as her sterm, the Ossipee was approaching her at ruil speed, and the Monongahels, Lackawanna, and this suip were bearing down upon her, determined upon her destruction. Her smokestack had been shot away, her steering chains were gone, compelling a resort to her relieving tackles, and several of her port-shutters were jammed. Indeed, from the time the Hartford struck her until her surrender, she never fired a gun. As the Ossipee, Commander Le Roy, was about to strike her, she hoisted the white flag, and that vessel immediately stopped her engine, though not in time to avoid a giancing blow. During this contest with the Rebel gunboats and the ram Tennessee, and which terminated by her surrender at 10 o'clock, we lost many more men than from the fire of the batteries of Fort Morgan."

The casualties sustained by Farragut's neet during this entire contest, exclusive of the losses on board of the sunken Tecumseh, were 52 men killed and 170 wounded. Of the Tecumseh's officers and crew, all were drowned save four officers and seventeen men. and four men who swam ashore and were made priseners. Admiral Buchanau, the Rebel commander, who was on board the Tennessee, lost a leg, and ten or twelve of his crew were killed, while 20 of his officers and about 170 men were made prisoners, in addition to the 96 officers and men captured on the

Rebel gunboat Selma, Port Powell, one of the minor defenses of the

day of the battle; Fort Gaines, with its garrison of 818 men, was forced to surrender unconditionally on the 7th, after being besieged jointly by the Admiral's fleet and a land force under General Granger; and on the 22d siege was laid to Fort Morgan, which capitulated on the following day, but not until General Page, the commander, had, with what Farragut called "childish spitefulness," destroyed many of the

guns and other property. Appointed Vice-Admiral and Admiral. Towards the close of the year 1864, Farragut was relieved of the command of the Western Gulf Squadron, by Acting Rear-Admiral Thatcher. No other noticeable event marked his career during the remaining months of the war. He was tendered the chief command of the squadron which was sent against Fort Fisher, but, on account of his falling health, which had been undermined by the severity of the Southern climate and the arduous nature of his previous labors, he asked to be excused from this final service, and his request was cheerfully complied with. He had certainly gained the right to a season of repose, for he had done his full share towards maintaining the honor of the fing and the integrity of the country, and by his invaluable services had attained a place in the hearts of the people by the side of Grant and Sherman. Congress, immediately on assembling in December, proceeded to tender him a suitable reward. A bill was passed by both houses creating the office of Vice-Admiral, which received the signature of President Lincoln, who immediately nominated Farragut to this elevated rank. His name was sent to the Senate on the very day that the bill became a law December 21, 1864, and that body, without making the usual reference to a committee, unanimously ratified the appointment. His subsequent appointment to the still higher grade of Admiral was another fitting recognition of the magnitude of his public services. The office was created by an act of Congress approved July 25, 1866, the same day on which the bill creating the office of General of the Army became a law, and, as in the case of the latter, the action of Congress was dictated by the desire to

express the gratitude of the country in an unmistakable manner. A Visit to Nortelk.

In April, 1865, Farragut revisited Norfolk for the first time since he had left it in 1861, and was received with an address of welcome from a committee of the Loyal League of that city. In his reply to their congratulations he made the following pertinent remarks concerning his own share in the

"I was unwilling to believe that this difficulty would not have been settled; but it was all in vain, and, as every man must do in a revolution, as he puts his foot down so it marks his life; so it has pleased God to protect me thus far, and make me somewhat instrumental in dealing heavy blows at the Rebellion. I have been nothing more than an instrument in the hands of God, well supported by officers and men, who have done their duty faith-

His European Ovation.

The first duty upon which Farragut was detailed, after attaining the rank of full Admiral, was the command of the European squadron, to which he was ordered on the 6th of June, 1867. While holding this command he made a tour of the European ports. being everywhere tendered a literal ovation which is without a parallel in naval history. During the summer he visited in succession the principal ports of France, Russia, Sweden, Denmark, England, and Spain, passing the greater part of August in Russian waters, and arriving at Lisbon on the 28th of October. His reception during this tour was of the most cordial and enthusiastic character, but was destined to be eclipsed by the grand ovation upon which he was about to enter. Leaving Lisbon in November, 1867, after having been

received by the King and royal family of Portugal, he proceeded along the coasts of Spain, France, and Italy, touching at the ports of Gibraltar, Carthagens. Toulon, Villefranche, and Spezia.

At Madrid the Queen and King-Consort treated him with distinguished consideration, and during his subsequent travels each village in Minorca welcomed him as a descendant of one of their ancient families. King Victor Emanuel entertained him at his palace in Florence; the Pope gave him an audience at Rome, while the public-spirited citizens of Venice, Genoa, and Naples vied with each other in their considerate attentions. His departure from Malta, on the 12th of April, accompanied by the Ticonderoga and Frolle, was the occasion of an unusual naval compliment, given by Vice-Admiral Paget, commanding the British fleet in the Mediterranean. The entire fleet, headed by the flag-ship Caledonia, passed close alongside the American squadron, the crews manning the rigging and cheering, and the bands playing "Hail Columbia," Admiral Paget then hoisted the "Stars and Stripes" at the main and fired a salute of seventeen guns, to which suitable returns were made, and "God Save the Queen" given by the band.

Admiral Farragut sailed to Holland by way of Lisbon, dined with King Leopold at Brussels, and soon after welcomed the royal guests on board the Franklin at Ostend. At Southampton the Franklin was anchored, while a two months' tour was made through the naval establishments of London, York, Newcastle, Edinburgh, and Glasgow. He rejoined the Franklin in July, received an official visit from the Duke of Edinburgh, captain of the Galatea, on the 10th, and two days after dined with him and other distinguished persons. The Prince of Wales and the Duke visited the Franklin on the 14th, and three days afterwards Admiral Farragut called on Queen Victoria at Osborn House.

After a visit from the corporate authorities of Southampton, the Franklin sailed on July 19th and arrived at Syra on the 4th of August. Transferring his broad pennant to the Frolic, Admiral Farragut sailed for the Dardanelles, and having received the rare honor of a firman from the Sultan, anchored in the Bosphorus on the Sth. Accompanied by a large number of his naval officers, he was received by the Sultan, Abdul Azis, in his palace on the Asiatic shore. on the 13th, and subsequently called on the visiting Vicercy of Egypt. After several days' delay, by authority of a new firman anchor was dropped directly off Constantinople on the 21st, whereupon courtesies were tendered by the Grand Vizier and others high in authority.

He left the Bosphorus on the 29th, and anchored in the noted harbor of Pirseus, Greece, on the last day of August. At Athens he was presented to the King and Queen, and, by special invitation, attended the baptism of the young prince and also a banquet at the palace. The visit was returned by the King and royal family, with their court suites, the Greek

officials, and the diplomatic corps. On the 10th of September the Admiral left Pirens, and on his arrival off Trieste received official calls and other courtesies. Thence, homeward bound, he sailed on the 27th, anchored off Gibraltar October 9. left for New York on the 18th and was welcomed home by the glad clangor of bells and guns, and plandits of his gratified countrymen, on the 10th of November. Throughout his entire tour, Admiral Farragut represented his country and Government with a courteous skill worthy of all commendation, and received the trying honors heaped upon him with a modesty of demeanor only equalled by his

indomitable valor. His Last Days.

On returning from his European command Admiral Farragut passed the winter of 1868-69 in repose, residing the greater part of the time in New York city. In the summer he started on a tour across the continent by way of the Pacific Ratiroad, being everywhere received with the greatest enthusiasm. On his arrival at Chicago in the latter part of Sep tember, 1869, while on his homeward journey, he was prostrated by a severe illness, aggravated by a cold which he caught while taking a pleasure trip on Lake Michigan. From this illness he never fully recovered, although early in November he had re-

covered sufficiently to start on his homeward jour-[Continued on the Firth Auge.]