

# THE COLUMBIA SPY.

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## Poetry.

### Devonshire Lanes.

BY REV. JOHN MARRIOTT.

In a Devonshire lane, as I trotted along,  
To-day, much in want of a subject for song,  
Thinks I to myself, I have hit on a strain—  
Sure marriage is much like a Devonshire lane.

In the first place, 'tis long; and when once you are in it,  
It holds you as fast as a cage does a linnet;  
But how'er rough and dirty the road may be found,  
Drive forward you must—there is no turning round.

But though 'tis so long, it is not very wide,  
For two are the most that together can ride;  
And even then, 'tis a chance but they get in a pothole,  
And justle and cross and run foul of each other.

Oh Poverty meets them with mendicant looks;  
And Care pushes by them, o'erladen with crooks;  
And Strife's grazing wheels try between them to pass;  
And Stubbornness blocks up the way on an ass.

Then the banks are so high on the left hand and right,  
That they shut up the beauties around them from sight;  
And hence you'll allow, 'tis an inference plain,  
That marriage is just like a Devonshire lane.

But think I, too, these banks, within which we are pent,  
With bud, blossom, and berry are richly beset;  
And the conical fence which forbids us to roam,  
Looks lovely, when decked with the comforts of home.

In the rock's gloomy crevices, the bright holly grows;  
The ivy waves fresh 'er the withering rose;  
And the evergreen love of a virtuous wife,  
Softens the roughness of care, cheers the winter of life.

Then long be the journey and narrow the way;  
I'll rejoice that I've seldom a carriage to pass;  
And while'er others say, 'tis the least to complain,  
Though marriage is just like a Devonshire lane.

### "Heart To Heart."

Heart to heart, and eye to eye,  
Bend thine lips on mine,  
Let me feel thy lashes sweep  
With their curve divine,  
Or thy cheek and mine.

Let me feel thy bosom's throbbing  
Start no child, at mine,  
Wouldst thou but be sitting sobbing,  
Soothe this heart of mine,  
Let it beat against thine.

Closer, closer let thy breath,  
Balm vapor, blend with mine;  
Thus united, pitying Death  
Pauses o'er mine—  
Merged, absorbed in thine.

Loose thy hair in glittering fold,  
Angel's hair o'er mine—  
Let the mingled black and gold  
(Light and shade) entwine,  
Like thy fate and mine!

Guiltless now our fond caresses,  
Thou art wholly mine,  
Death anoints the brow he presses,  
And the shining sign  
Seals me his and thine!

### Railroad Facilities between New York and Washington.

MR. JOHNSON, FROM THE COMMITTEE ON ROADS AND CANALS, MADE THE FOLLOWING REPORT: The Committee on Roads and Canals, to whom was referred a bill entitled "An act to secure increased railroad facilities between the Cities of New York and Washington," have had the same under consideration, and beg leave to report:

That the incidents of the past year have demonstrated in a striking manner certain great wants of the government, and among these developed wants and weaknesses, none is more conspicuous than the lack of safe, speedy, and reliable railroad communication between the cities of New York and Washington. One of the most depressing seasons that ever befel the country was that period in April last when the present railroad line between these cities was broken up. The extraordinary measures that then became necessary to establish a new line of communication, the extraordinary expense that was incurred by the government in doing so, amounting, it is no exaggeration to say, to millions of dollars, are facts so fresh and impressive as to do away with the necessity of an argument that other and more reliable routes of communication than the existing ones are needed.

The personal experience of members who have been obliged to travel between Washington and New York might safely be appealed to, and with entire unanimity they would declare that a more disagreeable, annoying, and unsatisfactory line of railroad, for the length and importance of it, is not to be found in the United States. From twelve to fourteen hours of time are commonly consumed, when from seven to nine ought to be sufficient. Three changes of cars are inflicted on the great majority of passengers who are not so much as tolerated. A failure of trains to connect is frequently occurring, whereas, no such break should be possible. On roads of inferior importance such facts might be regarded as only of local and individual concern, but existing on the most traveled and most vital thoroughfare in the Union, they assume the proportions of a national wrong.

Not only in the discomfort and uncertainty indicated on the travel over this line of railroad is it an offence to the country, but in the special taxation imposed is it unjust and oppressive. Every one who travels between Washington and New York is compelled to contribute a part of the money he pays to the State treasuries of the States of Maryland, Delaware and New Jersey. The very mails of the government, which it is a tax of millions a year on the people to transport, are subjected to the oppressions of a like spirit of monopoly, the Post Office Department not being able to make with this line of railroads reasonable contracts, but being compelled to pay such price for service as the companies may exact. And at the present time the yearly tribute of the government to these monopolies for mail carrying is \$93,050, of which you will find the official evidence accompanying. The late annual report of the Postmaster General calls attention to the impositions inflicted on the government by this and other railroad lines, and admits that the government "at the mercy of the companies."

These accumulated evils, so recently and so urgently pressed upon the attention of Congress and the country, leave your committee no room to doubt that the intervention of the general government is imperatively demanded, and that no public sentiment is more unanimous than that which demands the establishment of additional, safer, and speedier railroad communication between the cities of New York and Washington.

There are several modes proposed of accomplishing this reform. One is the construction of an entire new road between the two cities as nearly as possible in a straight line and to be built and used chiefly as a military road for the government. There are several objections to this project. One is its very great cost, which the treasury cannot at this time well afford. The second is, that anything very near a straight line between New York and Washington would be too near the coast line to relieve the road of danger of interruption in case of foreign invasion, which is one of the greatest objections to the present line of road. And lastly, it is never good policy for the government to enter upon a system of internal improvements, however vital to the functions of government, if the ends of government can be served by a judicious intervention of private enterprise.

Your committee, after examination of the whole ground, have come to the conclusion that a new and very valuable improvement can be effected in the communication between the cities of New York and Washington at absolutely no final cost to the government, but only requiring the extension of its credit to a limited amount.

The Reading and Columbia Railroad, in the State of Pennsylvania, now in process of construction, will fill up, when completed, the only link wanted in a continuous line of railroad between Washington and New York, wholly from the serious breaks in the present line occurring at Philadelphia and Havre de Grace. The new route will be inland, entirely out of danger, by remoteness from the coast, of interruption by invasion of the sea-board; it will be free from the special tax imposed on travel by the States of New Jersey and Delaware; it will afford a quicker and more reliable connection between the political and financial capital of the country than any route now existing, and by the competition it will introduce against the existing route, it will insure the reduction of fare, and the prompt and efficient performance of public service in the transportation of the United States mails.

To obtain such benefits as these, at once, would, in the opinion of the committee, justify a liberal employment of the government credit. The improvement sought might save millions to the treasury, and prevent great national danger and humiliation in case of foreign war. If they can be obtained without serious cost or outlay, there should, it appears to the committee, be no doubt or hesitation in the matter.

The Reading and Columbia railroad, as any railroad map will show, is admirably adapted to serve the purposes contemplated. The road will be forty-two miles long. A considerable portion—fully one half of it—is already graded, and the bridges built, the latter being superior stone structures, and the road-bed ready for the superstructure. The northern or Reading terminus of the road will connect with the East Pennsylvania and New Jersey railroad, leading directly into New York. The southern or Columbia terminus will connect with the Northern Central road, leading down to Baltimore. The line established will be thirty miles shorter in distance, and, owing to stoppages in Harrisburg, nearly two hours shorter in time than any inland route between New York and Washington; making a difference in through travel and transportation, if the thoroughfare should become national, of millions of dollars annually.—The route, by being inland and secure from seaboard invasions, would be necessarily somewhat longer in distance than the route by Philadelphia and Havre de Grace; but, by reason of the delays and interruptions at these points, it would be shorter, in point of time, than the route through Philadelphia.

The Reading and Columbia railroad is, in the opinion of your committee, entitled to the confidence of Congress; if passed through the course of Lancaster and Berks, Pennsylvania, which are two of the most populous and wealthy in the Union, and have a character that is really national. The sources of wealth and revenue along the line of this road are unusual.

There are 83 flouring mills, 223 stores, 13 blast furnaces, 1 large rolling-mill for rail, road bars, 10 gun-barrel factories, a number of tanneries and distilleries, 23 lumber yards and all the incidental improvements that a dense and thriving agricultural country affords. The road passes directly through the well known Chestnut Hill iron ore veins, and in close proximity to the Cornwall iron ore deposit. It will drain the wheat and flour product of the counties of Lancaster, York, Berks, Lebanon, Lehigh, and Northampton; and certainly a more remarkable wheat region is not to be found, as the number of flouring mills (83) on the line of the road and in its vicinity sufficiently demonstrates. The coal fields of Schuylkill, Carbon, and Luzerne will also be made accessible to Washington, by this road, by a more direct route than any now used, and if the connection were at this time made not only would government, but the citizens of Washington be saving weekly many thousands of dollars now expended in the extravagant prices paid for fuel and every expense of marketing.

But it is not thought necessary to go more into detail on this subject. This report is accompanied by authentic tables, showing the nature and value of the products of the counties that this road is penetrating and developing. These products will be found truly enormous, and will satisfy any intelligent mind that the Reading and Columbia road, if never made a part of a national railroad between New York and Washington, would be a safe and profitable enterprise. But if made a link in the grand inland route between those cities (which the desired action of Congress would make it) a safer and better security of the government credit bestowed on any other project would not be possible.

It may be said in reference to this improvement, that it does not cover the whole line of difficulty as to railroad communication between New York and Washington. This is true; but it does all that the company have power to do. And they really do remove two-thirds of the obstructions to travel existing in the present route, to wit: at Philadelphia, Havre de Grace, and Gunpowder river. They are a State organization, and can operate only on their link of road in the State of Pennsylvania. But that link is vital to the new route, and must be made. The improvement of the route through the State of Maryland and the District of Columbia other parties will undoubtedly undertake if the government shall choose to sanction it.

Entertaining these views, and expressing anew their conviction that public sentiment and the national necessities urgently demand new lines of communication between New York and Washington, your committee report the accompanying bill, with a recommendation that it do pass.

our starboard bow, the other stern, a third on our starboard beam. The 11-inch Dahlgren being trained on this fellow, we fired at a range of thirty yards. The effect was very destructive; he immediately sheered in shore, ran aground, and burnt himself up. The Parrot gun on the forecastle drove off the one on the bow, while we prepared to repel boarders, so close was our remaining enemy. About this time Boggs and Lee came dashing in and made a dash of the Rebel boats—eleven in all.

In the grey of the morning discovered a camp with Rebel flag flying, and opened with canister. At 5 A. M. received the sword and flag of Colonel Szymanski, and his command of five companies, arms and camp equipage.

While engaged at this point, observed the Verona in conflict with a number of gunboats. She had been butted by one of them and sunk, but with his forward guns still above water he was bravely maintaining the fight, driving off his enemies, and saving his crew. Informing Captain Lee, of the Onedia, who had also been engaged with the enemy, of the Verona's situation, he instantly steamed up and made a dash of the Rebel boats. The remainder of the fleet now came up. The Mississippi had been detained below with the Manassas and another iron-clad. After this everything passed under your own observation.

The pleasant duty now remains of speaking of the Cayuga and her brave officers and crew. From first to last Lieutenant Commanding M. B. Harrison displayed a masterly ability in steering his vessel past the forts under a hurricane of shot and shell; and afterwards in manoeuvring and fighting her among the gunboats. I cannot say too much for him. He was gallantly sustained by Lieut. George H. Perkins, and Acting Master Thomas H. Morton. These officers have my unbounded admiration.

I must, in conclusion, express the pleasure which I experienced in witnessing the seamanlike manner in which all the ships were handled.

The Reports of the Divisional Captains will inform you of the particular part borne by each ship.

Respectfully your ob't servant,  
T. BAILEY,  
Capt. Commanding Division of the Red.  
To Flag Officer D. G. Farragut, Command-in-Chief, &c., New Orleans.

UNITED STATES GUNBOAT CAYUGA,  
AT SEA, MAY 7, 1862.

Hon. Gideon Welles, Secretary of the Navy.  
Sir—Having found it impossible to get the Colorado over the bars of the Mississippi, I sent up a large portion of her guns and crew, filling up deficiencies of both in the different vessels, and with my aid, Acting Midshipman Higgins, steward and Acting crew, followed up myself, hoisting, by authority of the Flag Officer, my red distinguishing flag as second in command, first on the Onedia, Commander Lee, and afterwards on the Cayuga.

That brave, resolute, and indefatigable officer, Com. D. D. Porter, was at work with his mortar fleet, throwing shells at and into Fort Jackson, whilst General Butler, with a division of his army in transports, was waiting a favorable moment to land.—After the mortar fleet had been playing up for the forts for six days and nights without perceptibly diminishing their fire, and one or two changes of programme, Flag Officer Farragut formed the ships into two columns, "line ahead," the column of the red, under my orders, being formed on the right, and consisted of the Cayuga, Lieutenant Commanding Harrison, bearing my flag and leading the Pensacola, Captain Morris; the Mississippi, Commander M. Smith; Onedia, Commander S. P. Lee; Verona, Commander C. S. Boggs; Katahdin, Lieutenant Commanding Preble; Kineo, Lieutenant Commanding Ransom, and the Wisconsin; Lieutenant commanding A. N. Smith.

The column of the blue was formed on the left, heading up the river, and consisted of the flagship Hartford, Commander R. Wainwright, and bearing the flag of the Commander-in-Chief Farragut; the Brooklyn, Captain T. T. Graves; Richmond, Commander Alder; the Scotia, bearing the divisional flag of the Fleet, Captain H. H. Bell, followed by the Iroquois, Itasca, Winona and Kennebec.

At two A. M. on the morning of the 24th, the signal "to advance" was thrown out from the flagship. The Cayuga immediately weighed anchor and led on the column.—We were discovered at the boom, and, little beyond both forts opened their fire. When close up with St. Philip we opened with grape and canister, still steering on.

After passing this line of fire encountered the Montgomery flotilla, consisting of eight-ten boats, including the ram Manassas and iron battery Louisiana of 20 guns.

This was a moment of anxiety, as no supporting ship was in sight. By skillful steering, however, we avoided their attempts to butt and board, and had succeeded in forcing the surrender of them, when the Verona, Capt. Boggs, and the Onedia, Capt. Lee, were discovered near at hand. The gallant conduct of these ships will be made known by their commanders. At early dawn discovered a Rebel camp on the right bank of the river. Ordering Lieutenant M. B. Harrison to anchor close alongside, I balled and ordered the Colonel to pile up his arms on the river bank and come on board.—This proved to be the Chalmetto regiment, commanded by Col. S. Zymanski. The re-

gimental flag, tents and camp equipage were captured.

On the morning of the 25th, still leading and considerably ahead of the line, the Chalmetto batteries, situated three miles below the city, opened a cross fire on the Cayuga. To this we responded with our two guns. At the end of twenty minutes the flagship ranged up ahead and silenced the enemy's guns.

From this point no other obstacles were encountered, except burning steamers, cotton ships, fire rafts, and the like. Immediately after anchoring in front of the city, I was ordered on shore by the Flag Officer to demand the surrender of the city, and that the flag should be hoisted on the Post Office, Custom House and Mint. What passed at this interview will be better stated in the Flag Officer's report. On the 26th, I went with the Flag Officer some seven miles above the city, where we found the defenses abandoned, the guns spiked, and gun carriages burning. These defenses were erected to prevent the downward passage of Captain Foote. On the 27th, a large boom, situated above these defenses, was destroyed by Captain S. Phillips Lee. On the 28th, General Butler landed above Fort St. Philip, under the guns of the Mississippi and Kineo. This landing of the army above, together with the passage of the fleet appears to have put the finishing touch to the demoralization of their garrison (300 having mutinied in Fort Jackson). Both forts surrendered to Commander Porter who was near at hand with the vessels of his flotilla.

As I left the river General Butler had garrisoned Forts Jackson and St. Philip, and his transports with troops were on the way to occupy New Orleans.

I cannot too strongly express my admiration of the cool and able management of all the vessels of my line by their respective Captains.

After we had passed the forts it was a contest between iron hearts in wooden vessels and iron-clads with iron beaks, and the iron hearts won.

On the 29th the Cayuga, Lieutenant Commanding Harrison, was selected to bring me home as bearer of despatches to the Government.

I have the honor to be, very respectfully, your obedient servant.

THEOPHILUS BAILEY, Captain.

The Killed and Wounded.

The following are the casualties in the fleet during the brilliant engagement with Forts Jackson and Philip and the batteries below the city of New Orleans, on the 24th and 25th April, viz:

Killed—Flagship Hartford, 3; Brooklyn, 9; Pensacola, 2; Itasca, 2; Richmond, 2; Iroquois, 6; Pinola, 5; Verona, 3—total killed 30.

Wounded on the 24th and 25th April—Flagship Hartford—7 severely, 3 slightly, Brooklyn—14 severely, 12 slightly, Pensacola—Jno. C. Harris, Lieutenant marines, Schultz Gerard, Acting Master; John C. Honley, Third Assistant Engineer; Wilson Goodrich, Boatwain; Joseph B. Cox, Carpenter; Alfred Reynolds and George Dulliver, Master's Mates; G. Landsmen, 11 seamen and 6 marines, Richmond—2 seamen and 2 ordinary seamen, Iroquois—Robt. Lewis, Armorer; Frank R. Hain, Third Assistant Engineer, and 20 others, Pinola—7, Cayuga—6, Scotia—2, Verona—9. Total killed 30. Total wounded 116.

Several vessels have not yet made their official returns.

Interesting Semi-Official Letter of Commodore Farragut.

UNITED STATES FLAGSHIP HARTFORD,  
OFF THE CITY OF NEW ORLEANS,  
April 25th, 1862.

Dear Sir—In the excitement of the last two days, you must not be surprised if I have done many things which I ought to do, and one which was to write you on the occasion of my taking this city, but thank God it has been done, and in what I consider a handsome style. I had two Union men on board, who had been forced into the Confederate service at Fort Jackson as laborers or mechanics. They informed me that there were two forts near the city, and as we were approaching the locality I tried to concentrate the vessels, but we soon saw that we must take a raking fire for two miles, so we did not mind the matter, but dashed directly ahead.

They permitted us to approach to within a mile and a quarter before they opened on us. Captain Bailey in the Cayuga, Lieut. Com. Harrison, was in advance of me, and received the most of the first fire; but, although the shooting was good, they did not damage his little vessel much. He fell back and the Hartford took her place. We had only two guns which I had placed on the top-gallant forecastle that could bear on them, until we got within half a mile; we then sheered off, and gave them such a fire "as they never dreamed of in their philosophy." The Pensacola ran up after a while, and took the starboard battery off our hands; and in a few minutes the Brooklyn ranged up and took a chance at my friends on the left bank; they were silenced in an hour, should say, twenty minutes or half an hour. But I cannot keep a note of time on such occasions. I only know that half of the vessels did not get a chance at them.

The river was too narrow for more than two or three vessels to advantage, but all were so anxious that my greatest fear was that we would fire into each other, and Captain Wainwright and myself were hallooing ourselves hoarse at the men not to fire into

our ships. This last affair was what I call one of the little elegancies of the profession—a dash and a victory—but the passing of the Forts Jackson and St. Philip was one of the most awful sights and events I ever saw or expect to experience. The smoke was so dense that it was only now and then you could see anything but the flash of the cannon and the fire-ships or rafts, one of which was pushed down upon us (the Hartford) by the ram Manassas, and in my effort to avoid it ran the ship on shore, and then the fire-raft was pushed alongside, and in a moment the ship was one blaze all along the port side, half way up to the main and mizzen-tops; but, thanks to good organization of the fire department by Lieutenant Thornton, the flames were extinguished, and at the same time we backed off and got clear of the raft; but all this time we were pouring the shells into the forts, and they into us, and every now and then a Rebel steamer would get under our fire and receive our salutation of a broadside.

At length the fire slackened, the smoke cleared off and we saw to our surprise that we were above the forts, and here and there a Rebel gunboat on fire—as we came up with them, trying to make their escape, they were fired into and riddled so that they ran them on shore and all who could, made their escape to the shore. I am told, I don't know how truly, that General Lovell had gone down that evening to make an attack with thirteen gunboats, a large ram of eight-ten guns, and the Manassas. The Mississippi and the Manassas made a set at each other at full speed, and when they were within thirty or forty yards, the ram dodged the Mississippi and ran on shore, when the latter poured her broadside into her, knocked away her smoke stacks, and then sent on board of her, but she was deserted and riddled, and after a while she drifted down the stream full of water.

She was the last of the eleven we destroyed, but the larger ram was still at Fort Jackson, but they say here she was sent down before she was ready and that she cannot stem the current. She will have to surrender with the forts, which will be to-day or to-morrow. I will give them my attention as soon as I can settle the affairs of the city.

I demanded the surrender of the city yesterday of the Mayor, through Captain Bailey, as the second in command. His reply was that the city was under martial law, and he would consult General Lovell. His lordship said he would surrender nothing, but at the same time he would retire and leave the Mayor unembarrassed. This morning the Mayor sent his Secretary and the Chief of Police to see me and say that he would call the City Council together at 10 o'clock and give me an answer, that the General had retired and that he had resumed the duties of his office as Mayor, and would endeavor to keep order in the city and prevent the destruction of property.

I sent him by his Secretary the letter No. 1 (copy enclosed). I also sent him a letter demanding the surrender of the city in conformity with the demand made by me yesterday through Capt. Bailey—copy No. 2. This morning at 6 A. M. I sent to Capt. Morris, whose ship commanded the Mint, to take possession of it and hoist the American flag thereon, which was done, and the people cheered it. At ten I sent on shore again and ordered Lieut. Kortz, of the navy, and Brown of the marines, with a marine guard to hoist the flag on the Custom House—so great the excitement of the crowd was so great that the Mayor and Councilmen thought it would produce a conflict and great loss of life. At 11 a signal was made to the fleet for Divine service, under a general order, copy No. 2.

April 26.—In the afternoon, having been informed that there were two forts eight miles above the city at a place called Carlton, I determined to take a look at them and demolish them. We accordingly ran up, but to our surprise, we found the gun-carriages all on fire, and upon examination found the guns all spiked. It was a most formidable work for Foote to encounter on his way down, but we took it in the rear. They had also a long line of defenses, extending back from the river to Lake Ponchartrain, both along and below the city, on which were twenty-nine and thirty guns each.

Immediately on my getting above the forts, I sent Captain Boggs, who is now deprived of a command by the sinking of his ship (which he had so nobly defended), down to Captain Porter through the bayou at quarantine, directing him to demand the surrender of the forts. His demand was at first refused, but the soldiers told their officers that we were in their rear and that they would not be sacrificed. So this morning, the 29th, the gallant Bailey brought us the intelligence in the Cayuga, Captain Harrison, that the forts had surrendered, the ram blown up, and that the American flag floated over both forts.

I have sent down for Gen. Butler's troops to come up and occupy the city, and will soon be off for Mobile. Depend upon it we will keep the stampede upon them. I send Capt. Bailey home as bearer of despatches. He has done his work nobly, and that while suffering under an infirmity which required attention and repose.

I am very truly and respectfully, your friend and obedient servant,  
D. G. FARRAGUT, Flag Officer,  
Western Gulf Blockading Squadron.  
G. V. Fox, Esq., Assistant Secretary of the Navy, Washington, D. C.

[Here follows letter from F. O. Farragut, dated April 26, 1862, to the Mayor of New Orleans, which has already been published, demanding the surrender of the city of New Orleans.

UNITED STATES FLAGSHIP HARTFORD,  
At anchor off City of N. O., April 26.  
To his Honor the Mayor of New Orleans:  
Your Honor will please give directions that no flag but that of the United States will be permitted to fly in the presence of this fleet, so long as it has the power to prevent it, and as all displays of that kind may be cause of bloodshed, I have to request that you will give this communication as general circulation as possible.  
I have the honor to be, very respectfully, your obedient servant,  
D. G. FARRAGUT, Flag Officer,  
Western Gulf Blockading Squadron.

UNITED STATES FLAGSHIP HARTFORD,  
Off the City of New Orleans, April 26.  
General Order.—Eleven o'clock this morning is the hour appointed for all the officers and crews of the fleet to return thanks to Almighty God for His great goodness and mercy in permitting us to pass through the events of the last two days with so little loss of life and blood.  
At that hour the church pennant will be hoisted on every vessel of the fleet, and their crews assembled, will, in humiliation and prayer, make their acknowledgments therefor to the Great Dispenser of all human events.  
D. G. FARRAGUT, Flag Officer,  
Western Gulf Blockading Squadron.

The Capitulation of Forts Jackson and St. Philip.

UNITED STATES STEAMER HARRIET LANE,  
MISSISSIPPI RIVER, April 30, 1862.  
Sir—I enclose herewith the capitulation of Forts Jackson and St. Philip, which surrendered to the mortar flotilla on the 23rd day of April, 1862. I also enclose in a box (forwarded on this occasion) all 2 flags taken in the two forts, with the original flag hoisted on Fort St. Philip when the State of Louisiana seceded. Fort Jackson is a perfect wreck, everything in the shape of a building in and about it was burned up by the mortar shells, and over 1,800 shells fell in the work proper, to say nothing of those which burst over and around. I devoted but little attention to Fort St. Philip, knowing that when Jackson fell Fort St. Philip would follow.

The mortar flotilla is still fresh and ready for service. Truly the backbone of the rebellion is broken. On the 26th of the month I sent six of the mortar schooners to the back of Fort Jackson to block up the bayous and prevent supplies getting in. Three of them drifted over to Fort Livingston, and when they anchored the fort hung out a white flag and surrendered. The Kittatinny, which had been blockading these for some time, sent a boat in advance of the mortar vessels, and, reaching the shore first, captured some of the pleasure of hoisting our flag over what had surrendered to the mortar flotilla. Still the fort is ours, and we are satisfied. I am happy to state that officers and crew are all well and full of spirits.

I have the honor to remain your obedient servant.  
DAVID D. PORTER, Commanding Flotilla,  
Hon. Gideon Welles, Secretary Navy.

UNITED STATES STEAMER HARRIET LANE,  
FORTS JACKSON AND ST. PHILIP,  
MISSISSIPPI RIVER, April 28, 1862.

By articles of capitulation entered into this 23rd day of April, 1862, between David D. Porter, Commander United States Navy, commanding the United States mortar flotilla, of the one part, and Brigadier General J. R. Duncan, commanding the coast defenses, and Lieutenant Colonel Edward Higgins, commanding Forts Jackson and St. Philip, of the other part, it is mutually agreed:

1st. That Brigadier General Duncan and Lieutenant Colonel Higgins shall surrender to the mortar flotilla, Forts Jackson and St. Philip, the arms, munitions of war and all the appurtenances thereunto belonging; together with all public property that may be under their charge.

2d. It is agreed by Commander David D. Porter, commanding the mortar flotilla, that Brigadier General Duncan and Lieutenant Colonel Higgins, together with the officers under their command, shall be permitted to retain their side arms, and that all private property shall be respected; furthermore that they shall give their parole of honor not to serve in arms against the Government of the United States until regularly exchanged.

3d. It is furthermore agreed by Commander David D. Porter, commanding the mortar flotilla, on the part of the United States Government, that the non-commissioned officers, privates and musicians shall be permitted to retire on parole, their commanding and other officers becoming responsible for them; and that they shall deliver up their arms and accoutrements in their present condition, provided that no expenses accruing from the transportation of the men, shall be defrayed by the Government of the United States.

4th. On the signing these articles by the contracting parties, the forts shall be formally taken possession of by the United States naval force composing the mortar flotilla, the Confederate flag shall be lowered and the flag of the United States hoisted on the flagstaffs of Forts Jackson, and St. Philip.