

VOL. XIV.—NO. 38.

FIRST EDITION

OBITUARY.

ADMIRAL FARRAGUT.

Our Great Naval Hero.

His Death Yesterday.

A Sketch of His Life.

Sixty Years in the Service.

Twenty-five Years at Sea.

The Great Scenes in His Career.

Etc., Etc., 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 Penneck. His remains will be deposited temporarily in a vault here until his final resting place shall be decided upon.

The Official Announcement.

The Navy Department had issued the following order in relation to the death of Admiral Farragut:—

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 Glasgow Farragut, Admiral of the Navy of the United States, died at Portsmouth, New Hampshire, at meridian, the 15th 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 noble pages of our history, and his name will be honored by those who love their country. He will be buried from St. John's Church, Portsmouth, New Hampshire, on Wednesday, the 17th inst., at meridian. The flag will be 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. The day after the receipt of this order, at noon on the day of the funeral at all the navy yards and stations where this order is 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 crepe on the left arm for the period of thirty days.

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 his life and his services to his country are so numerous and so varied, 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 died such many and timely services.

His Early Life.

The father of Admiral Farragut was of Spanish extraction, and a native of the island of Minorca. 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 Glasgow Farragut, his illustrious son, was born in the year 1801. In his early boyhood he evinced a passion for a sailor'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 secured 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 Cherril. 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 his way to the highest rank in the service in those days. In 1818 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 much 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 influence 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 28, 1823. The attacking vessels were the schooners Greyhound and Eagle, which, after a contest lasting twelve hours, captured the boats of the pirates, the work being finally won up by the destruction of their village by fire. Subsequently he was on duty at the Norfolk Navy Yard until 1829, except during 1829 and 1830, in which years he cruised in the Vandalia on the Brazilian station.

Yard, at San Francisco, California; after which service he commanded the sloop-of-war Brooklyn, of the home squadron, until May, 1850.

At the Outbreak 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 dimmed his energies or "battered" the life of his soul. One who saw him then would not have imagined him to be beyond middle age. He was stout, too, against all the ailments which assailed every officer of Southern birth, connections, or associations. Buchanan, Talmat, Maury, Page, Semmes, Matli, 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 band 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 15th of April, 1861. His family accompanied him and took up their residence at Hasting, on the Hudson, while Farragut proceeded 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, but he was given the 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 Flag Officer. His instructions required him to take command of the Western Gulf blockading squadron, and to attempt the passage of the obstructions upon the Mississippi, 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 Butler with the land forces which were to co-operate with him in the attempt upon New Orleans. He did not await the arrival of Butler, 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 Walatoh 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, five being 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 elapsed before the commencement of active operations was devoted to the perfection of the arrangements for meeting the obstructions which guarded the approaches to the city.

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. Scarcely a point a quarter of a mile below Fort St. Philip, a strong battery of "passos" 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 Foote. On the morning of April 25, Farragut started up the stream for New Orleans, encountering the obstructions of a serious character, and at noon the boats 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 rendered a welcome to the invaders were speedily hunted down by the mob, and their patriotic ebullition suppressed. The rain soon began to descend, and the crowd gradually dwindled away.

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.

Running the Gauntlet of the Forts.

To hell, the fleet-captain and commander of the Hartford, was sent on the task of breaking the barrier which stood in the way of such an attempt. This was accomplished on the night of the 20th, under cover of darkness and a fierce 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 the attacking fleet, only one of the Hartford's advance was given, and at half-past four the whole fleet was under way. The Hartford, with Farragut perched in the fore-rigging 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 held behind, to cover the advance with their fire. It is impossible, in the space and time at our command, to go into the details of the memorable contest which ensued. It was terrific. But the greater portion of the fleet succeeded in running the fiery ordeal. Farragut's flagship, the Hartford, had scarcely gotten under way before she received the fire of Fort Jackson. 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