

THE BRITISH PIRATE ALABAMA.
CAPTURE OF THE STEAMER ARIEL.
She is Released on Giving Bonds of \$225,000.

HER ARMS AND AMMUNITION SEIZED.

Wells, Fargo & Co. Robbed of \$3,000.

ARRIVAL OF THE ARIEL AT THIS PORT.

The Pirate Lying in Wait for More Prey.

COM. VANDERBILT'S VIEWS.

STATEMENT OF THE PASSENGERS.

MONDAY, December 8, 1862.

San Francisco, Saturday, Dec. 27, 1862.

By the arrival at this port today of the steamship Constitution, from Panama, we have highly important and exciting news.

The Constitution reports that the steamship Ariel, from New-York for Aspinwall, was captured on the 7th inst. by the pirate Alabama.

The Alabama detained the Ariel until the 10th inst., when she allowed her to proceed toward Aspinwall, upon her giving bonds in the sum of \$225,000 as a ransom.

The arms and ammunition on board the Ariel were taken from her, and 120 marines who were on board were paroled.

Much anxiety is felt here, lest the Alabama should recapture the Ariel on her return trip to New-York, and seize the large amount of treasure which she will carry.

The passengers on board of the Ariel spoke in the highest terms of the courtesy shown them by Capt. Semmes.

The Ariel was captured near the east end of Cuba.

The only plunder, with the exception of the arms and ammunition, that the Alabama secured, was \$3,000 in "greenbacks" belonging to Messrs. Wells, Fargo & Co.

The Alabama last coaled at Martinique. When leaving that port the United States steamer San Jacinto aimed her guns at her, when simultaneously the guns of the fort were trained on the San Jacinto.

This is the statement of the First Lieutenant of Capt. Semmes.

The Alabama claims a speed, under twenty-five pounds of steam, of sixteen knots an hour. She overtook the Ariel with only eleven pounds of steam, and fired two guns at her, when she dove to the bottom.

SECOND DISPATCH.
SUN, January 2, Dec. 27—F. W. Capt. Semmes first intended to destroy the Ariel by burning her, first putting the passengers ashore in little settlement huts at San Domingo.

Capt. Jones, of the Ariel, protested that half of his passengers would die if this were done.

Capt. Semmes then proposed to land the passengers at Kingston; but after much parleying, an arrangement was effected to release the Ariel, on Capt. Jones giving bonds in the sum of \$225,000, payable in 30 days after the acknowledgment of the Southern Confederacy.

ARRIVAL OF THE ARIEL AT NEW-YORK.

The steamship Ariel, Capt. Jones, from Aspinwall, with mails and passengers, arrived at this port on Saturday night. The Ariel sailed from Aspinwall on the 16th inst., at 11 a. m., and touched at Key West on the 23d inst. She sailed again the next day at 6 a. m., and arrived at New-York on the 28th, at 11 p. m.

STATEMENT OF MR. J. P. WHEELER, PURSER OF THE ARIEL.

The Ariel was captured on her outward passage by the Rebel steamer Alabama, under the following circumstances: On the 7th inst., at 1 p. m., when rounding Cape May, the eastern point of Cuba, we saw a vessel about four miles to the westward, close under the high land of Cuba, bark-rigged and under canvas.

As there was nothing in her appearance indicating her to be a steamer, her smoke-pipe being down, no suspicions were aroused, till in about two miles we saw she had furled her sails, raised her smoke-stack, and was rapidly nearing us under steam, the American flag flying at her peak. Such was her speed, in comparison to ours, that in half an hour she had come up within half a mile of us, when she fired a gun, hauled down the American ensign and ran up the Rebel flag. No attention was paid to the steamers, and the Ariel was pushed to her utmost speed.

She then sailed across our wake, took a position on our port quarter, about 400 yards distant, and fired two guns almost simultaneously, one shot passing over the hurricane-deck, between the walking-beam and smoke-stack, and the other hitting the foremast, and cutting it half away.

A body of United States Marines, consisting of 120 men, passengers on board the Ariel, had been drawn up and armed; but the officers in command deemed it worse than folly to resist, as we could plainly see they were training a full broadside to bear upon us, and Capt. Jones gave orders to stop the ship and haul down the ensign.

A boat then put off to us, and the boarding officer, coming aboard, at once assured the passengers that none should be molested, and that all baggage and private property should be respected. He then demanded the keys to the special-locker, together with the ship's papers and letters, and informed the Captain he must be in readiness to go on board the Alabama with him, where he was detained as a hostage until the next day.

The money in the ship, amounting to \$5,500, was taken off, and the prize crew, twenty in number, all well armed, put on board. The engine-room was taken in charge by two engineers from the Alabama. The officers and marines on board the Ariel were paroled, and their arms taken, as well as some belonging to the ship.

Both vessels lay off the Cape during the night and part of the next day. On the afternoon of the 8th our sails were thrown overboard, and the steam-works taken away, in order to prevent our escape should they give chase to any other vessel, as they were expecting to capture the Champlain also, and had been lying in wait for several days at this point for that purpose. The same night our valve was returned, and the intention of landing us at St. Domingo changed to Kingston, Jamaica.

Both vessels were then headed for that place, and on the 24th inst., at 9 p. m., we arrived off Point Morant, about 40 miles from Kingston. Near this point the Alabama gave chase and boarded a vessel from which some information was received, which induced Capt. Semmes to again change his mind, and take heavy bonds for the ship and cargo, permitting us to resume our voyage. The reason given for this was that the vessel had reported yellow fever raging in Kingston, and we were not to subject our passengers to its ravages; but we were afterward informed at Morant that no yellow fever had prevailed there for some time.

The conduct of the officers and crew of the Alabama in charge of this ship was extremely courteous. They were in regular communication with the United States, both by letters and papers, and the fully cognizant of our days of sailing, and that no means were in these waters to intercept them. For this reason, the specie to come by the Ariel was left at Aspinwall, as Capt. Jones did not think it prudent to bring it.

APRIL WALL SPECIE.
Wells & Co. \$300 Handy & Hoadley... \$1,570
Buck & Mace... 250 W. W. White & Co... 500
Total... \$2,320

SCENE ON BOARD THE ARIEL.

When the ship was boarded the excitement among the lady passengers was intense. Some of them sobbed, and others wept copiously, and many screamed at the prospect which their fancies conjured up, that the ship with its human freight would be burnt

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up by the nautical "chivalry." Such was the commotion and terror of the ladies and the children on board that Lieut. Low, a Georgian officer, who was in command of the boarding party, was besieged by them to make known his intentions as far as they involved their fate. He assured them that no one should be harmed or insulted. Said he: "We are gentlemen. Do you think we are ruffians, who would attack the helpless; or do you imagine we are robbers? Have confidence in us, and we will protect, and not injure you. Not an article of your baggage shall be taken from you. You will find we respect private property."

STATEMENT OF THE PASSENGERS.
MONDAY, December 8, 1862.
We, the subscribers, passengers on board the U. S. mail steamer Ariel, A. G. Jones commanding, take this means of expressing our approval of the surrender of said ship on yesterday to the Confederate steamer Alabama. Just after passing Cape May she showed herself. As soon as we were apprised of her presence we were at the mercy of her guns, and the unarmed condition of our ship, and the large number of women and children on board, would have made it inhuman to resist.

Chas. B. Wyatt, San Francisco; John G. Ellis, do; Wm. A. Dunn, do; Edward Simpson, do; W. H. Parks, do; L. J. Phelps, do; Chas. Le Gay, do; Patrick Kelly, do; J. B. G. Johnson, do; Edward Farrell, do; E. K. Howe, do; C. J. Prince, do; G. W. Reed, do; John Callahan, do; S. C. Talbot, do; Wm. Burnett, do; George H. Ensign, do; A. B. Coffin, Boston; B. F. Moore, Duluth, Minn.; J. L. Boyce, New-York; Maria Deveau, do; C. S. Bonnell, Philadelphia; Dr. J. Jones, Mexico; E. A. Benedict, Missouri; H. Hubbard, California; Simon Fuller, Michigan; H. W. Dow, Bristol, N. H.; Chas. B. Pettit, Philadelphia; Cal.; Paul Desauls, Paris; Wm. Sutton, Buffalo; Lewis Hyman, Philadelphia; H. P. Baldwin, Detroit; Charles E. Hunt, Boston.

CARD OF NAVAL OFFICERS ON BOARD THE ARIEL.

UNITED STATES MAIL STEAMER ARIEL,
OFF CAPE MAY, Dec. 8, 1862.

We, the undersigned, fully concur in the foregoing letter from the passengers of the steamer Ariel to the Commander, A. G. Jones, respecting her surrender.

On rounding Cape May the Rebel steamer Alabama came suddenly upon us from behind the highland, where she had been awaiting us a day or more. We were at once within range of her guns. The Ariel was very much crowded, having many passengers, and nearly one-half of them were women and children. The enemy first fired a blank charge, which Capt. Jones disregarded, and endeavored to escape; but she rapidly overhauled us, and fired two shells, one of which struck our foremast a few feet above the hurricane deck, and nearly carried it away.

The vessels were then less than five hundred yards apart. Resistance would have been worse than folly, as the preceding letter states. Hence we promptly advised her surrender. (Very respectfully,
L. C. SARTORI, Com. U. S. Navy.
A. GAILLAND, Major, U. S. M. C.
M. G. O'NEILL, N. C. California.
T. L. MELLOR, First Lieut., U. S. M. C.
T. H. MORGAN, First Lieut., U. S. M. C.
W. B. WALKER, First Lieut., U. S. M. C.
C. H. DAVIS, Second Lieut., U. S. M. C.

STATEMENT OF CAPT. JONES OF THE ARIEL.

On reaching the deck of the Alabama, and being met by Capt. Semmes, Capt. Jones was informed that his passengers would be landed on the east end of Cuba, at a small settlement at that point, and the ship destroyed. Against this Capt. Jones pleaded very hard, and spoke in behalf of the women and children he had as passengers. To this Semmes replied: "Why should I spare your ship? It is owned by a man who has given his finest vessel to your Government to cruise after me."

Semmes kept Capt. Jones on board the Alabama for fifty-nine hours before deciding to board her.

Among the passengers on board the Ariel were Capt. Sartori of the United States Navy, Maj. Gailland of the United States Marine Corps, and others, together with one hundred and fifty United States marines on their way to the Pacific, all of whom were paroled by Semmes, and allowed to proceed—the first taking all their arms, and the cannon and muskets belonging to the Ariel. While Capt. Jones was detained on board the Alabama a bark hove in sight to which the Alabama gave chase and soon overhauled. She proved to be a foreigner, and of course was not molested. Capt. Semmes said had she proved to be an American he would have transferred the passengers and crew of the Ariel to her and then destroyed the steamer.

Capt. Jones says that the Alabama deserves all her previous reputation for speed. She can steam 14 knots with 17 pounds of steam, and is allowed to carry 25 pounds of steam. She has two engines of 55-inch cylinder and 17-inch stroke, and is in all respects a perfect model of beauty. Her armament is, he says, a 100-pound rifle, and one 65-pounder pivot gun, besides six medium 35-pounders. He cut eight seven guns a side, having arrangements for transferring two of the broadside guns from side to side with great rapidity. Capt. Jones further says that the Alabama has a fine crew, and that they are well disciplined, and that the ship is in fine order, and the deck is arranged for two additional pivot guns, which he was informed were 100-pounder rifles, and in the Alabama's hold, ready to be mounted should they be required. Capt. Jones says that the Rebel Captain treated him remarkably well. He was not confined, had the privilege of the deck, and dined in the wardroom.

Capt. Jones says the only ship that Semmes fears is the Vanderbilt. He made many inquiries regarding her speed and armament, but obtained no information whatever. He laughs at all the other ships we have, and remarked that "he cared nothing for the San Jacinto; that he went to sea by her when in Martinique, and paid no attention to her. What he cannot whip he can run away from."

It is the opinion of Capt. Jones that Semmes has gone to Aspinwall, or off that harbor, to intercept the California steamers both ways. He held on to the Ariel long enough to determine that the steamer bound the other way with treasure had passed him before she was allowed to proceed.

Capt. Semmes, in his conversation with Capt. Jones, talked a good deal about the Pacific Ocean, and knew all about our ships-of-war there. The thing that seemed to trouble him most was the possibility of his burning Vanderbilt's ship, which he could not do on account of the passengers. The fact is, he had won an elephant in a raffle. He could not drop them down in any desert place, and he knew he could not land them in Kingston, or in the port of any powerful nation.

Capt. Semmes told Capt. Jones that he coaled last at Martinique; that when he left port the San Jacinto trained a gun upon him, when the fort immediately transferred her guns upon the San Jacinto, and she desisted from her attack.

STATEMENT BY A PASSENGER.

One of the passengers reports that some of the crew who boarded the Ariel openly stated that they had been shipped in Liverpool by the British Government officer at that port. The following conversation ensued:
"Passenger—"Did you know you were being shipped on board the Alabama?"
"Pirate (smiling)—"Yes, Sir!"
"Passenger—"But you did not know the character of the vessel, surely?"
"Pirate—"Why, yes; for miles round the docks of Liverpool everybody knew that."

"Passenger—"You know she was a privateer, then?"
"Pirate—"Certainly; before I went on board, or any of us, the Government officer told us that. He sent us on her, and we're d-d glad of it. We get good pay and have nothing to do, except to frighten such fellows as you out of your wits."

COMMODORE VANDERBILT'S VIEWS.

Yesterday morning one of our reporters visited Commodore Vanderbilt, to obtain for publication any suggestions he might choose to make respecting

his line of California steamers and the capture of the Ariel. He said he knew nothing of the capture and detention of the Ariel except what he learned from the newspapers. In his judgment, one strong and swift war steamer would be sufficient to guard the California gold. Let such a steamer be sent to Aspinwall and be employed as a convoy to accompany each California vessel two days into the Caribbean Sea and within a short distance of Cuba, where we have ample protection. Months ago he made a suggestion to the Government that such a vessel, making ten or twelve miles an hour, could follow each California steamer two or three days through the dangerous passages, and not be occupied more than half the time. Such a steamer could go from Aspinwall to the north end of Cuba in three days, return in three days more, and have four days to spare before the arrival of another vessel from California, since the California steamers sail ten days apart. The Commodore said the Ariel was sufficiently well armed to have protected herself. She is a steamer of 1,200 tons burden, and had on board 120 marines for the Pacific squadron. There is no doubt she could have run down the Alabama. We have over 400 vessels in our navy, and the Commodore thinks it is passing strange that we have not yet captured that pest of the seas, the Rebel Alabama. When her commander (Semmes) proclaims his intention to steer toward Europe, we have every reason to believe he will take a different course.

REBEL ATTACK ON BURNSIDE'S REAR

ANOTHER SUCCESSFUL RAID

OUR TROOPS SURPRISED AND CAPTURED.

Fifteen Supply Wagons Captured.

A BATTERY ALSO TAKEN.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, Dec. 28, 1862.

The enemy's cavalry, of course Stuart's, got entirely around Burnside's army yesterday, having Dumfries in their possession in the morning. A body of troops under Col. Canby, who, it is charged, had no pickets out, were surprised in the night, and suffered capture to an extent difficult to fix; rumor enumerates our loss slightly from 1,600 down to 23. The Seventeenth Pennsylvania Cavalry was roughly handled and withdrew in considerable haste.

Arms were first placed in the hands of this regiment only one week ago. Fifteen wagons, containing the regimental property, are said certainly to be lost. It is debated whether we also lost the whole of a four-gun battery, or only the half of it. Last night these swift-riding marauders were seen on Occoquan. The news between us here and Burnside's command they cut off course.

A telegraphic dispatch from the operator at Burk's Station, this evening, states that the enemy were within three miles of it and springing. The movement of troops from here to the scene of this enterprise has been prompt and forcible, both of cavalry and infantry. But Stuart's successes in these affairs have never been partial. This raid serves anew to justify the criticism which the best soldiers have ever made upon the policy which breaks up our cavalry, from one large organization, into small fragments, to be glued to the many commands of our many commanders.

Since writing this, we hear that Stuart and comrades were early this morning within six miles of Fort Lyon; also, that they got the whole of the battery at Dumfries; also, that at Occoquan, they fell on a detachment of the 2d Pennsylvania Cavalry, a light equester, unequal on our side, in which the 2d had twenty men killed and wounded. Capt. Johnson who commanded the post was among the killed. The whole detachment not killed or disabled was captured.

Reported Surprises of our Troops at Occoquan and Dumfries—Captures of Supply Wagons, Troops and a Battery.

WASHINGTON, Dec. 28, 1862.

A report has reached Washington that a company of the 2d Pennsylvania Cavalry, commanded by Col. Price, stationed at Occoquan, was surprised this morning by a detachment of Rebel Cavalry. A fight occurred, in which a number were wounded, and Capt. Johnson of the Pennsylvania Cavalry, who was in command, killed. Several supply wagons were captured by the enemy. It is also stated that the Rebels captured several of our troops and a battery, at Dumfries, yesterday.

FROM LOUISVILLE.

The Rebels in Possession of Glasgow—Skirmish near Cave City—A Train of Ammunition Cars Fired Into, etc.

LOUISVILLE, Friday, Dec. 28, 1862.

John Morgan, with a force of about 3,000 cavalry, entered Glasgow on Wednesday. Three companies of the 2d Michigan Cavalry opposed his entrance, but fell back on Manfordsville, having lost one captain, two privates, and seven prisoners. The Rebels were then reinforced and remained in possession of Glasgow.

On Thursday Colonels Gray and Shanks attacked the Rebels at Bearvallow, Hart, County, near Cave City, the Rebels having previously damaged the railroad near Glasgow Junction. At the last mentioned place the Unionists had driven off the Rebels, killing one and taking sixteen prisoners, but sustaining no loss themselves.

A train of ammunition cars, which left here this morning, was fired into near Nolin and had to return. No Nashville passenger train left here this morning. Telegraphic communication between here and Nashville was interrupted this afternoon.

FROM CHARLESTON.

A Charleston dispatch of the 4th says the French corvette Milan, four days from New-York, had arrived with Baron de St. Andre, the French Consul, on board. "She will, by Beauregard's permission, enter the harbor to-morrow morning." Official dispatches state that the fleet had returned to Hilton Head. From observations made, it was thought that Gen. Hunter had arrived with reinforcements.

IMPORTANT FROM NEW-ORLEANS.

Arrival of the Banks Expedition.

GENERAL BUTLER RELIEVED.

HIS FAREWELL ORDER.

GENERAL BANKS TAKES COMMAND.

HOW THE PEOPLE LIKE THE CHANGE.

IMPORTANT PROCLAMATION.

BATON ROUGE RECAPTURED.

Inauguration of Civil Rule in the Crescent City.

Strength and Composition of Banks's Force

WHAT IT IS DESIGNED TO ACCOMPLISH.

By the arrival of the steamship Roanoke, Capt. Thompson, yesterday, we have dates from New-Orleans to December 18, and Havana to the 23d. Gen. Banks, with the major part of his expedition, reached the Crescent City on the evening of Sunday, Dec. 14, relieving Gen. Butler of the command of the Department of the Gulf on the day following. Promptly upon his arrival, Gen. Banks sent an expedition to Baton Rouge, which place was occupied without loss, the Rebel troops retiring on our approach. For details of the voyage of the Banks expedition, its composition, arrival at New-Orleans, the superseding of Gen. Butler, his farewell order of the retiring commander—his successor's proclamation and orders, the capture of Baton Rouge, and much other highly interesting matter, we refer to the following letters from our special correspondents.

Voyage of the North Star—Who were on Board—Speculations as to the Destination of the Expedition—Personal Notices.

From Our Special Correspondent.

NEW-ORLEANS, Wednesday, Dec. 10, 1862.

But a few days ago the very indefinite specification of locality referred to in this letter would have had additional appearance, as describing my mental condition—my hopes and destination of this expedition. I know little more than I do, albeit I am obliged to limit my confidence to THE TRIBUNE.

Pending the time when there will be no necessity for reservation, accept an idle sea-letter, involving only six days' experience of myself and my fellow-voyagers on board the North Star. The mention of that vessel, a voyage of that duration, and of Gen. Banks, inevitably suggests an ultra-Southern destination; of that piece of information the subscribers to THE TRIBUNE in Dixie are welcome to make the most: I can afford to admit so much and a little more. We may be going to Vicksburg, to Mobile, to Texas, or all and several, for we are not, at this time of writing, plashing gallantly through the blue Atlantic on the outer side of the Gulf Stream, some where beyond the furthest Cape of Florida, and steaming parallel with that long line of perilous reefs and sandbars which terminate in the dry Tortugas? By to-morrow we hope to enter the Gulf of Mexico; hence some of the above mentioned localities must be the right ones. And further the deponent saith not, until duly authorized. Let me speak of the voyage.

The North Star (name of good omen!) is pretty well known to New-Yorkers as one of Cornelius Vanderbilt's big ocean steamers, which used to ply to Aspinwall, and has crossed the Atlantic. She lay quietly enough at the foot of Eleventh street, East River, on the evening of Dec. 4, when I first presented myself on board, finding only eight companies of the Massachusetts 41st there, looming blue and multitudinous in their military overcoats and the darkness. Next day was one of bustle, of confusion, and embarkation; and not until 3 p. m. did the playing of "Hail to the Chief" by the band inform us that Gen. Banks had joined us. What time we lay off the Battery, having been towed thither by a tug. It was at least five hours later when we got clear of Sandy Hook and were fairly off, our stem pointing southward.

Let the reader suppose the North Star on her first night out, plowing her way through the solemn rushing waters on a bleak, raw December night, the usual amount of incidental discomfort and sea-sickness on board, the soldiers between-decks, the officers and civilians crowding the numerous cabins, the cannon and ammunition embarking the deck, covered with canvas and tarpaulins to protect them from the driving spray and the occasional spiteful gusts of rain that rendered the night additionally uncomfortable; and all of us bound on some great, formidable enterprise, of which perhaps but one man knew the secret and scope, while I, THE TRIBUNE correspondent, avail myself of this early opportunity to tender the following list of my fellow-voyagers:

Major-General NATHANIEL P. BANKS, Commander-in-Chief of the expedition. His Staff, comprising:
Lieut.-Col. Richard B. Irwin, Assistant Adjutant-General.
Major J. R. Herbert, Acting Adjutant-General.
Major G. Norman Lynde, Judge-Advocate.
Lieut. J. S. Clark, Aid-de-Camp.
Lieut. Col. Nixson, Aid-de-Camp.
Lieut. Col. Frederick H. Haddock, Aid-de-Camp.
Capt. Robert D. Dusham, Aid-de-Camp.
First Lieut. Charles A. Hartzell, Aid-de-Camp.
Second Lieut. Samuel M. Whitide, Aid-de-Camp.
Capt. W. Sturgis Hooper, Acting Aid-de-Camp.
First Lieut. Charles S. Sargent, Acting Aid-de-Camp.
Major Israel Robinson, Volunteer Aid-de-Camp.
Col. Samuel B. Habbard, Chief Quartermaster.
Col. Edward G. Beckwith, Chief Commissary.
Sergeant Richard H. Alexander, Medical Director.
Major D. C. Houston, Chief Engineer.
Capt. Henry S. Abbott, Chief of Topographical Engineers.
First Lieut. Richard M. Hill, Chief of Ordnance.
Capt. Richard Arnold, Chief of Artillery.
Capt. Wm. W. Howley, Chief Signal Officer.
Chief Engineer, Major Houston.
Major D. C. Houston, Assistant Quartermaster.
Dr. Richard M. Alexander, Medical Director.
Dr. David L. Rodgers, Medical Inspector.
Dr. P. Middleton.
Dr. George M. DeBurg.
W. C. Spencer, Medical Purveyor.
Major-General CHRISTOPHER COLTON ANDERSON, Second in Command of the expedition.
His Staff, comprising:
Major George H. Husted, Assistant Adjutant-General.
Major John H. Beach, Surgeon.
Major J. B. Brown, Aid-de-Camp.
Capt. H. O. Woodruff, Commissary.
Capt. Walter Cutting, Aid-de-Camp.
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Dr. Richard M. Alexander, Medical Director.
Dr. David L. Rodgers, Medical Inspector.
Dr. P. Middleton.
Dr. George M. DeBurg.
W. C. Spencer, Medical Purveyor.
Major-General CHRISTOPHER COLTON ANDERSON, Second in Command of the expedition.
His Staff, comprising:
Major George H. Husted, Assistant Adjutant-General.
Major John H. Beach, Surgeon.
Major J. B. Brown, Aid-de-Camp.
Capt. H. O. Woodruff, Commissary.
Capt. Walter Cutting, Aid-de-Camp.
Capt. James Leach, Aid-de-Camp.

Major-General NATHANIEL P. BANKS, Commander-in-Chief of the expedition. His Staff, comprising:
Lieut.-Col. Richard B. Irwin, Assistant Adjutant-General.
Major J. R. Herbert, Acting Adjutant-General.
Major G. Norman Lynde, Judge-Advocate.
Lieut. J. S. Clark, Aid-de-Camp.
Lieut. Col. Nixson, Aid-de-Camp.
Lieut. Col. Frederick H. Haddock, Aid-de-Camp.
Capt. Robert D. Dusham, Aid-de-Camp.
First Lieut. Charles A. Hartzell, Aid-de-Camp.
Second Lieut. Samuel M. Whitide, Aid-de-Camp.
Capt. W. Sturgis Hooper, Acting Aid-de-Camp.
First Lieut. Charles S. Sargent, Acting Aid-de-Camp.
Major Israel Robinson, Volunteer Aid-de-Camp.
Col. Samuel B. Habbard, Chief Quartermaster.
Col. Edward G. Beckwith, Chief Commissary.
Sergeant Richard H. Alexander, Medical Director.
Major D. C. Houston, Chief Engineer.
Capt. Henry S. Abbott, Chief of Topographical Engineers.
First Lieut. Richard M. Hill, Chief of Ordnance.
Capt. Richard Arnold, Chief of Artillery.
Capt. Wm. W. Howley, Chief Signal Officer.
Chief Engineer, Major Houston.
Major D. C. Houston, Assistant Quartermaster.
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