THE VICTORY AT NEW ORLEANS.

[CONTINUED FROM FIFTH PAGE.]

by a terrible loss on the side of the enemy, we have fought fairly, and on our part we have endeavored to ameliorate all the affairs of the enemy as much as possible. We have been defied, insulted, annoyed and threatened in every possible manner, yet always a spirit of forbearance has been manifested on our part. Our foes are ungenerous and unkind. We had no idea of disturbing their social condition or interfering with their regular business affairs, but we must insist *that our flag shall be respected* and the rights of Union loving people vindicated. It is not in the province of naval officers who are bound by *specific orders* to interfere with duties which have been *particularly* assigned to our military officers. We then must wait till we can get General Butler here with his troops. In the meantime we *must expect to see mob law rule in the city.* To-night we are anchored on the Algiers side of the river, with our broadsides bearing on the town, and the crew with side arms are prepared to receive the enemy if in any manner he may attempt to resume his authority in this quarter. But we have no fear on this score, though 'tis always well to be prepared for any emergency. The authorities were warned this afternoon if they allowed any more fire rafts or other engines of war to molest us we would repay their temerity by knocking their city down, and we could do it in less than a half hour.

THE DESOLATE CITY.

After dark I went on deck to see New Orleans by gaslight. How changed the scene! A little over twelve months ago miles of shipping lined the levee; the buildings hid behind the forests of masts and rigging of vessels bearing the banners of all nations of the world. None were here now. The busy hum of workmen and the cheery song of the sons of Africa, who worked at night, was not to be heard. *No hissing puff of steamers going and coming* to and from the cities on the banks of this great river. *No ships—no signs of life were present now.* A few gaslights were burning along the levee, and the dull embers and heavy smoke gave *proof of a reign of anarchy and terror.* The buildings were wrapped in a sombre light, and we felt that it was a city clothed in sackcloth and ashes.

It was a mournful sight, and we trust never to see its like again. Tired and weary we sank to rest with our arms by our side, not knowing but that before morning we would be obliged to again imbue our hands in the blood of our fellow countrymen. Nor could we tell but that bands of reckless individuals would endeavor to pick off our men with the deadly Minnie ball.

OFF NEW ORLEANS, April 26, 1862.

A RETROSPECT.

Nothing occurred during the night to disturb us, and when morning came we looked upon the last two days as a fearful dream. Scarcely any one could realize the full extent of our escape from utter destruction. From four o'clock on Thursday morning up to Saturday noon we have passed and received the fire of over two hundred guns in heavy forts, the fire of thirteen steamers, an iron-clad battery, a ram, been on fire three times, taken a camp of sharpshooters, taken two batteries, with eighteen guns, and are now off the city of New Orleans. If that is not some work for less than forty-eight hours, then pray tell me what work is.

Ships were never fought or handled better than was our fleet, and all other naval engagements with forts or batteries dwindle into insignificance. I was a participant in the Port Royal affair, but that was a mere skirmish compared with the fight of Thursday morning, and the fight of last Saturday noon nearly compares with the Port Royal affair.

Every man in the fleet is deserving of great praise. In this ship every one, to my own knowledge, did his duty nobly. The captains of the guns were cool and collected, delivering their fire at the proper time and in the proper place. Our petty officers were men who never flinched, but in every way showed themselves to be "true blue" sailors. The medical staff, under the charge of Dr. Foltz, though mercifully spared many cases, were prompt and faithful to the wounded braves.

Each officer seemed to outvie the other in the discharge of his duty. Captain Wainwright and Lieutenant J. S. Thornton were ever at their post, working manfully. Think it is my duty to mention the Division Officers of the flagship. Though young, they seemed perfectly "at home" in their line of duty—no noise or confusion in their departments. Powder, shell and shrapnel came up from below as fast as it was wanted. Each gun was supplied in time, no guns having to wait for ammunition. Paymaster Plunkett at times served in the powder division, and more than once passed up with his own hands the powder and shell. His clerk, Mr. Frank Plunkett, deserves more than a passing notice. He assisted in taking the wounded to the cockpit, and narrowly escaped with his life while performing his duty. Lieutenant A. Kautz repaid the rebels for his four months' imprisonment in North Carolina. Master John C. Watson gallantly cheered his men on to victory. Captain Broome, of the Marine corps, fought the two after guns splendidly, and was highly commended for his skill in gunnery. Acting Midshipman Tyson, doing Master's duty, stood up nobly at his post, carefully conning the ship through the fights.

Our Acting Midshipmen, Acting Masters and Masters' Mates behaved most gallantly, and deserve promotion at the earliest moment.

THE FLAG OFFICER.

The Flag Officer is a hero—a man of more than ordinary courage and bravery. In a fight quick cool and deliberate; a splendid sailor, a noble commander—one to whom the men and officers of the fleet look up with veneration. I could fill columns with his exploits on that occasion. He was our leader, and gloriously did he bring us through the most galling fire ever ships were called upon to pass through. To him be honor and praise; he is the man of the age in naval warfare. Our attack was well planned, better carried out, and a greater victory has been gained than has yet given fame to any body of men or ships. God was with us, and our banners are now crowned with well earned glory.

At half-past six o'clock this morning the Mayor's Secretary and the Chief of Police came off with the official reply of the Common Council. From what I can learn, they say we are the possessors by force of the city, and we can raise as many flags as we please, but the Council have not the power to prevent the mob from hauling them down. In relation to the State flag now flying from the City Hall, the Mayor, in behalf of the Council, refused to lower it. Upon the whole the affair is so complicated that I cannot see how we can do anything until the arrival of a sufficient body of troops to hold the city and maintain order.

THE STARS AND STRIPES ONCE MORE ALOFT IN NEW ORLEANS.

At about eight o'clock the Pensacola sent a boat on shore and hoisted the Stars and Stripes on the Mint. The people were informed if they hauled it down our ships would fire upon the persons who did it.

At eleven o'clock Divine service was held on board of every ship of the squadron here, in compliance with the following order:—

UNITED STATES FLAGSHIP HARTFORD,
OFF THE CITY OF NEW ORLEANS, April 26, 1862.

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 by every vessel of the fleet, and their crews assembled will, in humiliation and prayer, make their acknowledgements therefor, to the Great Dispenser of all human events. D. G. FARRAGUT, Flag Officer
Western Gulf Blockading Squadron.

THE FLAG TORN DOWN.

While at service the rabble tore down the flag on the Mint and trailed it in the dust. The Pensacola fired a howitzer at them, and one man was killed by the discharge. He was seen carried away in a carriage.

It makes one sick at heart to see such work, and a more desperate set of people were never gathered together at any one place before. The situation of the Flag Officer is a most trying one, and he requires to use the most profound judgment in governing his actions. The Mississippi has been sent down to communicate with General Butler, and it is hoped he will arrive without delay.

FOUR OF THE FIRST GO UP THE RIVER.

At three o'clock the four heavy vessels—Hartford, Brooklyn, Richmond and Pensacola—got underweigh and proceeded up the river, with a view of silencing two batteries located just above Carrolton. As we passed along the levee, in the upper part of the city, *considerable Union feeling* was manifested by all classes.

At Jefferson City we saw the ways from which the Ram Mississippi was launched a week ago. The enemy were building wave for the construction of another; but now the place was deserted by all workmen, and quite a crowd of quiet spectators filled their places.

THE BATTERY ABOVE NEW ORLEANS.

On arriving at Carrolton we began to look out for the batteries; but it was not until we had passed some three miles above that place that we found them, deserted, and fires burning along the line of earthworks.

This ship dropped slowly alongside and Lieutenant Kautz, Engineer Purdy and myself went on shore to reconnoitre and spike the guns. On landing quite a crowd of people gathered around us, but made little or no demonstrations of joy or sorrow. We were told that the work was called Fort John Morgan, and that it was constructed to prevent an approach to New Orleans by the river from the northward.

It was an extended field work, reaching from the river bank, as we believe, to Lake Pontchartrain. The work was well constructed, and we travelled along its line for about two miles, and found the following armament in it that far:—

In the Work near the River.	*Along the Line.*
Nine 42 pounders.	Nine 24 pounder carronades.
Two 32 pounders.	Four 18-pounders.

Five guns were dismounted, and platforms and circles for thirteen guns, not mounted, were found. The mounted guns were all spiked, with the exception of fifteen, which Mr. Purdy spiked. A fire had been kindled under each gun carriage, and they were nearly destroyed at the time we visited it.

The magazine was empty, of course. A good hot shot furnace was undisturbed, and about 1,000 round of thirty-two pounder hot shot lay around, intermingled with broken rounds of grape. Marks of a hasty retreat were plainly visible, and we were informed that when we attacked the Chalmette batteries, below the city, the troops which were located in Fort John Morgan were transferred to the former place, and after their defeat they came up here and carried away their remaining stores, took the Jackson Railroad, and left.

Of the battery on the other side of the river I have not yet learned any particulars. A boat from the Oneida went there and spiked the guns, and then left. Dark coming on we dropped down the river opposite Carrollton, and anchored for the night.

SUNDAY, April 27, 1862.

BEFORE THE CITY.

Early this morning we up anchor and drifted down the river, seizing all the river boats as we passed along. We arrived off the Memphis packet landing at about ten o'clock, finding the levee quite deserted.

THE REBEL WOUNDED.

At eleven o'clock a rebel steamer was reported coming up the river flying a flag of truce. We were startled beyond measure, for we thought that perhaps our vessels at quarantine had been overpowered, and the enemy were playing us some trick. The Sciota and Katahdin were sent to communicate with the stranger. She proved to be the Confederate States steamer Mackee, having on board a large number of wounded rebels. She had been permitted to bring them up. Her arrival created quite an excitement among the rabble as she rounded the point. It was humiliating to see the rebel rag floating right under our nose, but we were unable to prevent it. She is commanded by C. W. Reed, formerly of the United States Navy, and a pet of Jeff. Davis.

Since writing the above paragraph I have learned that the rebel steamer Mackee brought up about seventy wounded persons to be put in the hospitals here. Her commander promises not to allow any communication with the shore, and that he will not allow any provisions, letters, or any information of any kind, to reach the forts through the medium of his vessel. On this promise the Flag Officer has allowed him to land the wounded. I learn that C. H. McIntosh, formerly commander in the United States Navy, now captain in the rebel navy, lost an arm and a leg. T. B. Huger, commanding the ram Manassas, is also severely wounded. The loss of life on the side of the enemy has been terrible. It seems strange, but such is the fact, and it is obtained from letters brought up in the Mackee from rebel officers, *the enemy knew of our plan of attack, the hour at which we were to move, and, in fact, a great portion of our intended movements.* The only way I can account for the manner in which the information was obtained by the enemy was that spies were sent down to the woods close to the mortar vessels, where they heard our people conversing.

I learn also that Union people in the forts sent us information in bottles, which unfortunately floated by us unseen.

On Saturday the Mayor of New Orleans communicated to the City Councils the correspondence between Flag Officer Farragut and himself, whereupon the joint Councils, by resolution, endorsed his action.

The Mackee, before alluded to, is terribly cut up by our shot, and although I refrained at the time from mentioning the fact, I now have no doubt that she *surrendered* to us on Thursday morning; but after passing our vessel, we supposing she had struck her colors, she again opened fire on our vessels. I have conversed with several of the officers of our fleet, and they all say that she played that dirty game, and subsequently sought the shelter of Fort Jackson.

The Oneida arrived this evening from a cruise up the river. She found that the rebels were building a raft across it above the works, previous to Friday, but on that day the news of our advance reached them and they fled in confusion. The panic seems wide spread and wherever we go we hear more of it. The work referred to mounted six guns, all bearing up the river—intended for the disputing of the advance of Foote's flotilla.

A SECESSIONIST AND A SAVAGE.

Lieutenant Beverly Kennon, late of United States Navy, is now a prisoner on board of the Oneida. In the engagement of Thursday morning he commanded the steamer Governor Moore, formerly the Morgan. Kennon states that the fight was one of unparalleled fury. The Cayuga fired a stand of grape at his pivot gun where fifteen men were stationed; thirteen of his men were killed by it, one man and himself alone escaping. Previous to the fight his steward in some manner displeased him, and he in his fury and madness literally hacked him to pieces with his sword and then threw him overboard half alive. This vile wretch says that a ship gave him a broadside which sunk him. He then set her on fire, without making the feeblest attempt to rescue his wounded and dying. An officer of one of our vessels boarded the Gov. Moore with the intention of putting out the fire; but so far had the flames progressed that he was obliged to leave. He reports that the decks were covered with the dead and dying, some of whom were already in the flames writhing in their last agonies. It was impossible to save the poor fellows, and they burnt up, many of them alive. The horrors of that morning will never be known, and I think now that the enemy have lost at least a thousand men in killed and wounded.

The Oneida's officers inform me that at the Chalmette batteries they found over fifty barrels of powder and all the grape shot they wanted. There were no marks of killed or wounded, but they think the enemy carried them off before they landed.

OFF THE CITY OF NEW ORLEANS, April 28, 1862.

Nothing of any moment occurred during the night just past. The boats we have seized are moored astern of our vessels and manned by our men. Their names are as follows:—Sallie Robinson, St. Charles (towboat), Diana and a ferry boat.

THE MACREE SCUTTLED BY THE REBELS.

This morning the confederate steamer MacRee (the proper way to spell the name) went down the river, as it was supposed, in full faith, to carry out the letter of his parole, when, a short distance below the city, her engines were disabled and the vessel scuttled, guns disabled and otherwise crippled. Something wrong was suspected at once, and the Sciota was despatched to obtain particulars. She found the rebel vessel abandoned and sinking. On boarding her it was found that all the officers and crew had fled, and that a party of pirates were pillaging her. Quite a number of her papers and the log book were found; also private letters. Of the meanness of the act I have not a word to say. It is unparalleled in history. The following list of her officers was found on board, which I copied from the original:—

MUSTER ROLL OF CONFEDERATE STEAMER MACREE—OFFICERS.

No.	Name.	Rank.
1.	Thomas B. Huger	Lieutenant commanding.
2.	C. W. Read	Acting Master.
3.	John W. Densington	Lieutenant.
4.	A. F. Warley	Lieutenant.
5.	J. H. Comstock	Acting Master.
6.	J. R. Eggleston	Lieutenant.
7.	S. G. Stone, Jr.	Acting Master.
8.	A. M. Lynch	Surgeon.
9.	H. H. Mamadoke	Acting Midshipman.
11.	W. H. Jackson	Third Assistant Engineer.
12.	J. H. Dent	Third Assistant Engineer.
13.	J. J. Darcy	Second Assistant Engineer.
14.	James A. Semple	Paymaster.
17.	Virginius Freeman	Chief Engineer.
18.	Samuel W. Hutchinson	Commander's Clerk.
19.	Charles W. Jordan	Third Assistant Engineer.
20.	Henry Fagan	Third Assistant Engineer.
21.	James M. Morgan	Acting Midshipman.
22.	E. Albright	Paymaster's Clerk.
23.	Samuel P. Blake	Acting Midshipman.
24.	C. H. Levy	Second Assistant Engineer.

Approved:
T. B. HUGER, Lieutenant commanding.
CONFEDERATE STEAMER MACREE, Oct. 11, 1861.
JAMES A. SEMPLE, Paymaster.

Total, sailors, firemen, &c. 133

Both the ship's log and steamer's log were left behind and fell into our hands. For a day or two past no entries have been made in either. I obtained an abstract of the log book which was kept on deck and insert it below:—

On the 21st, they say they "saw at 3:30 P. M. a large balloon in the direction of the Yankee fleet." On the 22d, they "sent men to the steamer Morning Light to assist in landing sand bags at Fort Jackson.

On the 23d, "all hands were sent to mount guns on board of the Battery Louisiana."

The log is very brief on all points, and it evidently has been kept in a very slovenly manner, at least for naval officers.

Most of the time before our arrival in these waters, the MacRee has been on river service above the city.

The following is a correct copy of the deck log, dating from four o'clock on Wednesday morning and ending at four o'clock on Friday morning. The initials are of the officers who were in charge of the deck during the hours specified:—

THE LOG OF THE REBEL STEAMER MACREE.

WEDNESDAY, April 23.

4 to 8 A. M.—Wind southward and eastward; weather clear and pleasant. Steamer Diana came down from the city; also the Montgomery gunboat J. C. Breckinridge. Mr. Reily, Third Assistant Engineer, returned on board. This log must be placed at top of 8 to 4 page.

From 4 to 8 P. M.—Wind south, weather clear.
S. P. B.

From 8 to midnight—Light airs from the southward, and clear. Enemy shelling Fort Jackson. T. A.

THURSDAY, 24th.

Commences and till 4 A. M.—Light airs and clear. 3 o'clock, Fort Jackson opened fire; enemy passing forts. 3:10, called all hands and beat to quarters. 3:30, opened fire on one of the enemy's frigates; kept up a constant fire until 8 o'clock. Ten of the enemy's vessels passed and proceeded up the river. T. D. F.

4 to 8—Weather b. c.; wind 1. Engaging the enemy at 6:20; tiller ropes getting foul, ship run into the bank. At 6:35, the Manassas passed down, apparently a wreck. At 7, a towboat came alongside and pulled us off. At 8, made fast into the bank above Fort St. Philip. The Surgeon reported fifteen men wounded and two killed. Sent Lieutenant Arnold with a party of men aboard of the steamer Resolute, which has been abandoned by her crew. C. W. READ.

From 8 to meridian—Wind 1: weather b. The enemy's steamers standing up the river above the Quarantine. C. W. R.

12 M. to 4 P. M.—Wind moderate from the southward and clear weather. Two of the enemy's vessels in sight below Quarantine station. F. D. F.

4 to 8 P. M.—Wind 0; weather b. c. Enemy's mortar schooners below the forts. All went down to the mouth of river, leaving two square rigged vessels. S. P. B.

8 to midnight—Wind light from the southward, and clear. F. D. F.

Midnight to 4—Everything quiet. Wind 0; weather b. c. S. P. B.

The following interesting private letter was also found on board the MacRee:—

NEW ORLEANS, April 23, 1862.

MY DEAR FRIEND—We received your welcome letter yesterday. The family were all present, and Aunt Mary read the letter. There was great rejoicing that the forts held out so well. They exceeded our expectations. The Louisiana will bring up these Yankees with a round turn yet. I have great confidence that she will do wonders. Mr. Philip Walden called here last Sunday; he says a gentleman from Norfolk assured him she was a much better boat than the Merrimac. It was his opinion she would perform wonders so you must keep up good courage and all will be well. I see the city has sent a card of thanks to General Duncan for his great success in keeping the enemy at bay. Everything is quiet in the city—no confusion, no moving about. We all believe the Yankees will have to *stop that knocking at the door.* We have not received any letters from Johnny since you left. Sergeant Thayer, of the Washington Artillery called to see me; he brought me a newspaper that Johnny picked up on the battle field of Shiloh. It was the Chicago Tribune. I read it with a great deal of interest. I will send you his letters as soon as I receive them. Mr. Hill, you never could think who came here last Sunday; well, I will tell you—Thomas Roberts. He brought Rose and Horace down to stay with us. He says it is too lonesome up there; that he never intends to live up there again. I am very much pleased that he has come. Forgotten by gone the hatchet and is sociable. It was time to bury the past and turn over a new leaf. Thomas has gone up to Jefferson with his brother, on the T. W. Roberts; they had a full freight and a cabin full of passengers. Last night we walked out to the square to see the Confederates drill, and who should we meet but Joe Johnson. He said he had just arrived from Gainsville; that he was going to leave early for Pearl river; he intended to go high up the river to bring down a load of corn; he was to bring it down in the cars, as they have no bags. He was in good spirits; said he expected to make some money. I know you will be pleased to hear that, for while you are fighting for our country your boat will be making some money. He said nothing about your paper, but father says it makes no difference now—some other time will answer. The papers say that Fort Pillow has driven five gunboats back. If you can keep them in check down there a few days longer the Mississippi will be ready to sweep the seas of all Yankee ships, go around to Ship Island, sink their transports, prevent supplies from going there, and oblige them to surrender. God grant she may accomplish all that is expected of her. I hope you will continue to write us all the particulars of the bombardment, and in return I will tell you all the news up here. We are all well, and I hope you are enjoying the same blessing. All send their love. Charley is as bad as ever.

P. S.—Father has just come in. I read this letter to him. He says I must write a few more lines, and say there are as many men as can work on the Mississippi night and day. You must hold out a few days longer; then you can lay by and see the Yankee ships go to the bottom. Father is anxious to know how the Louisiana manages. Please write. Father is going down to the forts this evening, on the Eleanor, to carry down some cotton. Good bye for the present.
A. C. BOWEDINGTON.

To Mr. EDWIN M. HILL, Battery steamer Louisiana.

By the above letter it appears that the Mississippi was the hope of the people at New Orleans, and that the bombardment at the forts was weakening them fast: First, the MacRee's crew assisted in landing sandbags, evidently to stop breaches and to protect magazines and other vulnerable parts; second, the father of the writer was to go down on Wednesday night to carry cotton to the forts still further to protect them; third, the expression, "You must hold out a few days longer," bears with it some significance.

Well, the ram Mississippi is gone. The forts will be in a few days, at least, and I am afraid the writer's father was nearer the forts than he desired, and possibly may now be numbered among the dead.

The following General Order was read to-day on board our vessels:—

UNITED STATES FLAGSHIP HARTFORD,
OFF THE CITY OF NEW ORLEANS, April 26, 1862.

GENERAL ORDER.

Of all the duties of a commanding officer none is so gratifying as that of meting praise to those under his command. The Flag Officer announces to the fleet that the conduct of both officers and men, during the trying events of the mornings of the 24th and 25th inst., met his highest admiration. Their steadiness, courage and intrepidity could not have been surpassed, and, I apprehend, have rarely been equalled; and, however, much we may deplore the loss of our brave shipmates who so gloriously fell in the discharge of their duty, we cannot but derive pleasure from the knowledge that our chances were equal, and that their families and friends will derive benefit from the glorious part they bore in the conflict.
D. G. FARRAGUT.
Flag Officer Western Gulf Blockading Squadron.

It was received with great feeling by our boys, who gave hearty cheers for Captain Wainright, Captain Bell, the officers of the ship and the Union.

At eleven o'clock this morning the following prisoners were transferred from the United States gunboat Pinola to the United States flagship Hartford:—

Beverly Kennon, Commander Confederate States steamer Governor Moore.
L. B. Haines, First Lieutenant Louisiana Artillery.
George Westers, Chief Engineer Governor Moore.
Jas. Price, Second Quartermaster Governor Moore.
Jno. B. Hersey, ship's cook, Governor Moore.
Jno. Pentrell, seaman, Governor Moore.
James Dempsey, fireman, Governor Moore.
James McGiness, fireman, Governor Moore.
Cornelius Collins, boy, Governor Moore.
Jno. Tinch, boy, Governor Moore.
Jno. Born, soldier.
Jno. Hagan, soldier.
Jno. Kershaw, soldier.
Michael Reiley, soldier.
Jno. McDonough, soldier.
Agnus McKeever, soldier.
Jno. Graham, Theo. Schers, soldiers. These men are wounded, and are in charge of the surgeon.

The ship's cook and the Quartermaster report that Morris Buckley (Captain's steward) was thrown overboard while lying wounded on the quarter deck by Captain Kennon, though the Captain says he had life preserver on. Four or five wounded were left forward, one in a bunk, when the prisoners left the ship. Three men were left wounded on the quarter deck. Total number of officers and men on board at the commencement of the action ninety-three. Only twenty-eight can be accounted for.

WHAT CAUSED THE SINKING OF THE M'RAE.

At four o'clock this afternoon Lieutenant Commanding C. W. Read, late of the Confederate States steamer McRae, came on board and reported that his vessel accidentally struck a sunken raft prepared for us, and she was sinking so rapidly that he was obliged to abandon her. As the Flag Officer was not on board he went on shore to await his reappearance, and up to the time of my departure he has not returned. The Flag Officer went up the river this morning to see the great raft which the enemy had prepared to stretch across the river in the event of Foote attempting to come down. This raft was built of the heaviest logs, and was truly a formidable barrier. It will be destroyed.

ARRIVAL OF GENERAL BUTLER.

General Butler arrived this afternoon from Quarantine station. He passed on up the river to see the Flag Officer, and he gave us no news of his successes.

THE FRENCH WAR VESSELS ARRIVE.

At five o'clock the French war steamer Milan came up the river. He congratulated us, to use his own words, "On our pleasant, yet perilous passage up to the great city." Said the commander, "It is the greatest achievement of the age and in history." He brings us the welcome intelligence of the safety of the gunboats Veruna, Kennebec and Itasca. The latter had a shot put through her boilers, and was obliged to put back, without loss of life. The two former ran on a sunken raft, and lay there long after daylight a target for the enemy's guns; but, strange to say, though riddled with shot, they finally extricated themselves from their perilous situation and returned to the old anchorage. Only two were killed on board of the three vessels. As yet we have no further particulars in relation to them.

General Butler has troops at Quarantine station, and will, as I understand, land a force each day until he has a large army in and about the city of New Orleans. This to us is glorious news. The French commander says the forts will surrender as soon as they can hear from this city. At a late hour this evening the Flag Officer and General Butler returned on board.

I have just received the carpenter's and boatswain's reports of damage by shot in the engagements of the 24th and 25th instant. In addition to these there are several trifling shot marks in various places in and about the ship; also a great number of musket and rifle balls are sticking in all over the sides.

BOATSWAIN'S REPORT OF DAMAGE BY SHOT TO THE RIGGING OF THE FLAGSHIP HARTFORD.

UNITED STATES FLAG SHIP HARTFORD,
OFF NEW ORLEANS, April 28, 1862.

SIR—In obedience to your orders of the 24th inst., I respectfully submit the following report of the extent of damages done to the rigging of this ship, having made a careful examination of the same:—

In mizzen rigging, two; port shrouds and one starboard cut in two.

One mizzen topmast backstay cut away.

Cross jack lifts carried away.

Mizzen topsail sheets cut of.

Mizzen top Burton carried away, and mizzen pendant (tackle carried away.

Two foretopmast stays cut away.

One foretopmast staysail stay.

One main skysail.

One maintopsail brace carried away.

Very respectfully, your obedient servant,
JAS. WALKER, Boatswain United States Navy.

To Captain RICHARD WAINWRIGHT, Esq., Commanding United States Flagship Hartford, off New Orleans.

CARPENTER'S REPORT OF SHOT WOUNDS IN THE HULL OF THE FLAGSHIP.

UNITED STATES FLAGSHIP HARTFORD,
OFF NEW ORLEANS, April 28, 1862.

SIR—In obedience to your order of the 25th inst., I respectfully submit the following report of damages sustained by this ship in the engagement of the 24th and 25th instants, viz:—On starboard bow two shot holes. Starboard side bowsprit, carrying away bed, one shot hole. Starboard side, abreast of mainmast, carrying away armory, part of staterooms, bulkheads, &c., one shot hole. In main chains three shoes, one entering tearing away clamps, bulkheads and starboard steerage.

Two shot holes between main and mizzen chains; one in mizzen chains tearing away planking inside and main rail. Three on starboard buttock, cutting three planks entirely off.

One on starboard quarter, cutting away planking clamps, entering and breaking up poop cabin.

One through mainmast.

One striking main yard, carrying away the quarter band.

One through starboard waist boat, barge.

On port side, through port buttock.

One shot entering ship and carrying away three planks.

One through port bow, carrying away wash room, passing through sick bay bulkhead, entering sick bay.

One breaking up port quarter boat.

Very respectfully, your obedient servant,
JAMES H. CONLEY, Carpenter, United States Navy.

To Captain RICHARD WAINWRIGHT, Esq., Commanding United States Flagship Hartford, off New Orleans.

In addition to these injuries we had two guns disabled, one nine-inch gun, muzzle rim shot off. One Parrott gun burst, and one Parrot gun carriage badly injured. Our mizzen rigging badly burnt by a fire raft. One boat burnt up, and more than thirty wounds by grapeshot in the rigging and hull, not included in the above official reports.

A VALUABLE LETTER, AND WHAT IT CONTAINED.

A letter was received to-day under the following peculiar circumstances:—A lady in a small boat, pulled by a boatman, came off to one of the ships and inquired if there was a person on board named McClelland; at the same time she gave the captain a wink which put him up to the move. He replied in the affirmative, and accordingly a letter was passed up. It contained much valuable information in regard to the disposition of the mob towards us. The letter stated that Forts Pike and Livingston were evacuated, and the troops sent up to support Beauregard at Corinth. This letter says there can be no Union sentiment expressed until the people have a guarantee that they will be protected by the troops.

The divisional reports have not as yet come in fully, but I have just received copies of Captain Bailey's and Lieutenant Commanding Harrison's reports, which are full of interest, and the little Cayuga deserves more than a passing notice. Her gallant leading of the Second division on the morning of the 24th, and the leading of the fleet on the noon of the 25th, and thus remaining, receiving and returning a heavy fire for over a quarter of an hour, ranks her *primus* of her class.

The following are the reports referred to. They will be read with interest:—

CAPTAIN BAILEY'S REPORT TO FLAG OFFICER FARRAGUT.

UNITED STATES GUNBOAT CAYUGA,
OFF NEW ORLEANS, April 25, 1862.

FLAG OFFICER—Your boldly conceived and splendidly executed plan of battle having resulted in perfect success, leaves me time to make up the report of my division. You will find in Lieutenant Commanding Harrison's report a separate outline of the noble part taken by the Cayuga, under his command, and bearing my divisional flag. We led off at two o'clock A. M., in accordance with your signal, and steered directly up stream, edging a little to starboard, in order to give room for your division. I was followed by the Pensacola in fine style—the remainder of my division following in regular and compact order. We were scarcely above the boom when we were discovered, and Jackson and St. Philip opened upon us. We could bring no gun to bear, but steered directly on. We were struck from stem to stern. At length we were close up with St. Philip when we opened with grape and cannister. Scarcely were we above the line of fire, when we found ourselves attacked by the rebel fleet of gunboats. This was hot, but more congenial work. Two large steamers now attempted to board; one on our starboard bow, the other astern, the third on our starboard beam. The eleven 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 fore castle drove off the one on the bow, while we prepared to repel boarders, so close was our remaining enemy. About this time Boggs and I came dashing in and made a finish of the rebel boats, eleven in all. In the grey of the morning this covered a camp with rebel flag flying; opened with cannister. At five 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 Varuna in conflict with a number of gunboats; she had been battered 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 Oneida, who had also been engaged with the enemy, of the Varuna's situation, he immediately steamed up and made a finish 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 N. B. Harrison displayed a masterly ability in steering his vessel past the forts under a hurricane of shot and shell, and afterwards in manouvering and fighting her among the gunboats. I cannot say too much for him. He was gallantly sustained by Lieutenant George H. Perkins and Acting Volunteer 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,
T. BAILEY, Captain,
Commander of Division of the Red.

LIEUTENANT COMMANDING HARRISON'S REPORTS.

UNITED STATES GUNBOAT CAYUGA,
MISSISSIPPI RIVER, April 24, 1862.

SIR—The following extract from the log will present to you in the briefest form the part borne by this ship in the conflict of this morning with Forts Jackson and St. Philip, and the rebel gunboats:—

At two o'clock A. M., in obedience to the Flag Officer's signal, weighed anchor and led the advance column towards the barrier. At half-past three passed the barrier and steamed up stream close to Fort St. Philip. At a quarter to four o'clock both forts opened their fire. At ten minutes to four o'clock opened on Fort St. Philip with grape and cannister. At four o'clock passed the line of fire of Fort St. Philip, and encountered some eleven gunboats—no supporting ships in sight. At twenty-five minutes past four o'clock one steamer surrendered, and two more driven on shore. At the moment discovered the Varuna and Oneida dash gallantly into the fight. At five o'clock anchored in front of Camp Lovell and received the submission of Col. Szymanski and his command.

We were struck forty-two times. Both masts are so badly hurt as to be unfit for further service. Our Dahlgren XI in carriage struck, but still fit for duty. All other damages have been repaired. I regret to add that six of our crew have been wounded; but, so far, the surgeon has made but one amputation.

It is needless for me to inform you, who had us under your own eye, that all did there duty fearlessly and well, but I must commend to your especial notice my Executive Officer, Lieutenant George H. Perkins. The remarkable coolness and precision of this young officer, while aiding me in steering the vessel through barrier and past the forts, under their long and heavy fire, must have attracted your attention. Of Volunteer Acting Master Thomas H. Morton I must speak in high praise. He fought the Parrott gun, and his daring example had a most happy effect on the crew. I am indebted to Assistant Surgeon Edward J. Bogert, not only for his rapid and skilful attention to the wounded, but for his general officer-like bearing. My clerk, Mr. Charles M. Burns, Jr., was of material assistance in communicating my orders.

Our engines although generally unreliable, was on this occasion worked successfully by the Second Assistant Engineer, Geo. W. Rogers, and his assistants.

In conclusion, I must mention with praise the good conduct of the following men:—

Charles Florence, Captain of eleven-inch gun.
William Young, Captain of Parrott gun.
William Parker, at the wheel.
Edward Wright, at the lead.

Respectfully,
N. B. HARRISON,
Lieutenant Commanding.
APRIL 25.

To CAPTAIN T. BURLEY, Commanding Van Division of the Red:—

SIR—I continue my report through the battles of to-day. At eleven A. M., being at that moment some half a mile in advance of the flagship, the batteries on either hand opened on us at short range. Being pivoted to port, I edged off with the port helm and opened with our eleven-inch and Parrott, slowly, but with great precision of aim. This unequal contest lasted just fifteen minutes, when the flagship ranged up in splendid style, diverting their fire and silencing the battery on the right bank. We are again repeatedly hulled and much cut up in spars and rigging; the iron stock of port anchor cut away. I lost no men. This I attribute to an order which I gave for the men to lie down flat during the time we could bring no gun to bear. To speak again of the constancy and devotion of my brave officers and crew would be to repeat an old story. Respectfully,
N. B. HARRISON,
Lieutenant Commanding.

THE VARUNA'S EXPLOITS—CAPTAIN BOGGS' REPORT.

The following is Commander Boggs' report of the Varuna's exploits on the morning of the 24th:—

UNITED STATES STEAMER BROOKLYN,
OFF NEW ORLEANS, April, 29, 1862.

SIR—I have the honor to report that after passing the batteries, with the steamer Varuna under my command, on the morning of the 24th, finding my vessel amid a nest of rebel steamers, I started ahead, delivering her fire both starboard and port at every one that she passed. The first on her starboard beam that received her fire appeared to be loaded with troops. Her boiler was exploded and she drifted to the shore. In like manner three other vessels, one of them a gunboat, were driven on shore in flames, and afterwards blew up. At six A. M. the Varuna was attacked by the Morgan, iron-clad about the bow, commanded by Beverly Kennon, an ex-naval officer. This vessel raked us along the port gangway, killing four and wounding nine of the crew. Butting the Varuna on the quarter and again on the starboard side, I managed to get three eight-inch shells into her abaft her armor, as also several shot from the after rifled gun, when she dropped out of action, partially disabled. While still engaged with her another rebel steamer, iron-clad, and with a prow under water, struck us in the port gangway, doing considerable damage. Our shot glancing from her bow, she backed off for another blow, and struck again in the same place, crushing in the side; but by going ahead fast the concussion drew her bow around and I was able, with the port guns, to give her while close alongside, five eight-inch shell abaft her armor. This settled her and drove her ashore in flames. Finding the Varuna sinking I ran her into the bank, let go the anchors and tied her up to the trees. During all this time the guns were actively at work crippling the Morgan, she making feeble efforts to get up steam. This fire was kept up until the water was over the gun trunks, when I turned my attention to getting the wounded and crew out of the vessel. The Oneida, Captain Lee, seeing the condition of the Varuna, had rushed to her assistance, but I waved her on, and the Morgan surrendered to her, the vessel in flames. I have since learned that over fifty of his crew were killed and wounded, and she was set on fire by her commander, who burned his wounded with his vessel. I cannot award too much praise to the officers and crew of the Varuna for the noble manner in which they supported me, and their coolness under such exciting circumstances, particularly when extinguishing fire, having been set on fire twice during the action by shell.

In fifteen minutes from the time the Varuna was struck she was on the bottom, with only her topgallant forecastle out of water.

The officers and crew lost everything they possessed, no one thinking of leaving their stations until driven there by the water. I trust the attention of the department will be called to this loss and compensation made to those who have lost their all.

The crew were taken off by the different vessels of the fleet as fast as they arrived, and are now distributed through the squadron.

The wounded were sent to the Pensacola.

I would particularly commend to the notice of the department Oscar Peck, second class boy and powder boy of the after rifle, whose coolness and intrepidity attracted the attention of all hands. A fit reward for such services would be an appointment at the Naval School.

The marines, although new recruits, more than maintained the reputation of that corps. Their galling fire cleared the Morgan's rifled gun, and prevented a repetition of their murderous fire. Four of the marines were wounded, one I fear mortally.

So soon as the crew were saved I reported to you in person, and within an hour left in the only remaining boat belonging to the Varuna, with your despatches for General Butler, returning with him yesterday afternoon. Very respectfully yours, CHAS. S. BOGGS,
Commander United States Navy.

To Flag Officer D. G. FARRAGUT, Commanding Western Gulf Blockading Squadron.

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