

THE MISSISSIPPI.

Capture of New Madrid and Island No. 10.

OUR NAVY IN THE WEST.

Heroic Blue Jackets Who Made the Fiercest Bombardment of the War.

A Fleet annihilated in the Presence of Thousands of Spectators—Memphis Taken—The Battles of Iuka and Corinth. Desperate Fighting Clears the Way to Vicksburg.

(Copyrighted by the American Press Association.)

What is known in history as "the western campaign of 1862-63" had for its object the conquest of the valley of the Mississippi and the occupation of the line of river and railway communications, whereby the eastern portion of the Confederacy was so amply supplied from the fertile resources of Louisiana, Arkansas and Texas. At the very beginning of the war the paramount importance of the Mississippi river was recognized by the military and political leaders on both sides. It irrigated an area of thirteen hundred thousand square miles, or six times as large as the empire of France, received the waters of fifty-seven navigable streams and washed the shores of ten different states. Its possession by the south made the Confederacy compact. Its loss would close the only avenue of constant communication with the outside world, and shut off the vast beef growing territory from which the southern armies derived their cattle. Hence the seizure by the Confederates at an early day of such important positions along the river as Columbus, Island No. 10, Fort Pillow, Vicksburg and Fort Hudson.

In preceding articles it has been shown how, with the fall of Columbus, Forts Henry and Donelson and the evacuation of Nashville, the first line of Confederate defenses was shattered and the enemy were forced to form a second line with their left resting on the Mississippi at Fort Pillow, the center at Corinth and the right at Chatanooga. In retreating from Columbus, Gen. Polk, who was in command of the Confederates, sent the principal portion of his army to re-enforce Gen. Albert Sidney Johnston, who was then falling back from Nashville, and removed his stores and guns, 140 in number, forty-five miles down the river to Island No. 10.

ISLAND NO. 10.

This position, by reason of its natural advantages, was regarded as the chief barrier to the progress of the Federals down the Mississippi. Although but a mile long and a half mile wide, it is so situated in a sharp bend of the river as to command the approach for miles and is so susceptible of the strongest kind of fortifications. The town of New Madrid, which is located on the upper or northern portion of the bend, was also occupied by a Confederate force of 8,000 troops under command of Gen. McCown. The distance around the bend was about thirty miles, whereas the distance across the peninsula from Tiptonville below to the island did not exceed five miles; hence it was calculated by the Confederates that, even if the Federals obtained possession of the Missouri side of the river, including New Madrid and Point Pleasant, the communication by water to Tiptonville, and thence by land across the bend to Island No. 10, would still remain intact.



ISLAND NO. 10.

By direction of Gen. Halleck, Gen. Pope, in order to invest the place, began a movement with an army of 30,000 men from Commerce, Mo., and on the 3d of March he arrived in front of New Madrid. Finding that the town was defended by strong earthworks armed with heavy artillery, in addition to a number of Confederate gunboats anchored along the shore, and that there could be no protected advance, he ordered his troops into camp until siege guns could be received from Cairo. Meanwhile, Col. Plummer with several regiments of infantry, some cavalry and a field battery, was sent to occupy Point Pleasant, twelve miles below on the Missouri shore. It was a hazardous undertaking, because the banks along which it was necessary for the troops to pass were commanded by the enemy's gunboats night and day. The march was finally completed, however, and a sufficient number of rifle pits were dug in a few hours to accommodate his little force. Guns were so planted as to present but a small mark, and when the next morning a couple of transports were descried struggling up the river with supplies for the fortifications, they were established by a storm of round shot and rifle bullets that drove them back in confusion. The blockade of the Mississippi was thus effectually established at this point, and no more boats afterward attempted to pass on a mission to Island No. 10.

CAPTURE OF NEW MADRID.

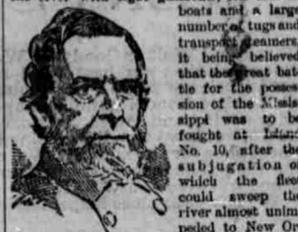
The siege guns from Cairo arrived on March 11, and on the following night two redoubts were constructed and the guns placed in battery within 800 yards of the main works of the enemy in such a manner as to command both them and the river for some distance above. Within thirty-six hours of ordnance were in storage in Cairo they were ready for a baptism by fire at New Madrid.

In the early morning light of the 13th the Confederates, surprised by the sudden appearance of these works, felt their strength with the pickets, but were still further amazed by the answering boom of thirty-two pounders hurling shot and shell far within their lines. Artillery now replied to artillery, the gunboats participating, and the cannonade continued vigorously all day. Night came without advantage to either side, save that one of the Federal guns had been disabled. But as it came it was followed by one of those sudden and severe tempests peculiar to the southwest, in which all the passionate violence of nature seems to break loose. The rain fell in torrents, the lightning only served to make the darkness more intense, and the roar of thunder was incessant. At early dawn the Federals reopened fire,

but it met with no response, nor were there any signs of the foe. A reconnoitering party cautiously advancing, clambered over the Confederate intrenchments; not a soul was to be seen. Forts and town—all were deserted. Soldiers, citizens, negroes—all were gone. No; two men were found soundly asleep. The evacuation had been so silently conducted that they were not disturbed. Large stores of provisions and ammunition were abandoned. Supplies were left upon the tables untouched. The private baggage of the officers and the knapsacks of the men incumbered the tents. Candles were found burning. The larger guns were spiked, but so imperfectly in the hurry of evacuation that thirty-three cannon, several thousand stand of arms, magazines stored with the material of war, tents for an army of 10,000 men and a large number of horses, mules and wagons fell into the hands of the victors. This achievement was gained with a loss by the Union troops of but fifty-one killed and wounded. The Confederate loss is unknown.

THE BLUE COATS AT WORK.

On Saturday, the day after the evacuation of New Madrid, Admiral Foote moved down the river with eight gunboats, led by the *Carondelet*, and a large number of tugs and transport boats.



ADMIRAL FOOTE.

It being believed that the great battle for the possession of the Mississippi was to be fought at Island No. 10, after the subjugation of which the fleet could sweep the river almost unimpeded to New Orleans. The fortifications of the island and on the main land were of a formidable character, and so constructed that the gunboats could not come within range of one without being subjected to a concentrated fire from the other.

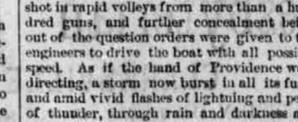
On the morning of March 16 the bombardment was begun at a distance of two miles and a half, and it continued day after day for three weeks. Tons of iron were hurled into the Confederate works, but without producing any apparent impression. On the 1st of April Gen. Beauregard telegraphed to the war department at Richmond that the bombardment had continued fifteen days, in which time the enemy had thrown 8,000 shells, expending about 100,000 pounds of powder, with the result of one man killed and none seriously wounded. "Every day," says a southern history of the war, "the mortars continued to boom and the cannon of the island replied with dull, sullen roar, wasting shot and temper alike. The very birds became accustomed to the artificial thunder, and alighted upon the branches of the trees overhanging the mortars in the sulphurous smoke." It is only necessary for one to realize the sublime poetry of war to imagine a dozen of these monsters thundring at once, the air filled with smoke clouds, the gunboats belching out destruction, the shells screaming through the air with unearthly sounds, and the distant guns of the enemy sending their solid shot above and around the island, dashing the water up in glistening columns and jets of spray.

Finding that it was impossible to capture the position with artillery, Gen. Halleck ordered Gen. Pope to ascertain if it were possible to construct a road along the western bank of the river through the swamps and erect batteries opposite the island that could co-operate with the fleet. The Federal engineers declared that the plan was not feasible, whereupon a Union resident of New Madrid suggested that a steamboat canal might be cut across the promontory. The thought was at once adopted, and steamers and light draught boats were sent down from Cairo with the necessary implements to prosecute the work. The distance to be traversed by the canal was twelve miles; its width was to be fifty feet and its depth not less than four and a half feet. One-half of its length was to be cut through heavy timber. The remainder of the canal ran through stagnant, swampy bayous filled with tangled brush. "This herculean labor," says Gen. Pope, "was prosecuted with untiring labor and determination, under exposure and privations very unusual even in the history of warfare."

RUNNING A GAUNTLET OF FIRE.

At last, on the 4th of April, the canal was open and ready for use. Light transports could pass through, but there was not depth of water enough for the gunboats, and it was evident that the river could not be crossed without the protection of the ironclads. It was accordingly determined to take the terrible risk of running the batteries, and the gunboat *Carondelet*, Capt. Walker, was chosen as the pioneer. The boat was strengthened by every contrivance that could be devised. The most vulnerable parts were shielded with rolls of surplus chains, the decks were covered with a layer of heavy planks, and a large hawser was wound around the pilot house up to the window. The crew were provided with hand grenades, and hose for throwing hot water were attached to the boilers for the purpose of repelling boarders. A large coil of barge hawsers with compact bundles of hay was also taken in tow on the side exposed to the batteries. The machinery was so adjusted as to permit the escape of steam through the wheelhouse and thus avoid the usual puffing in its passage through the pipes. The night was all that could be desired; the atmosphere hazy and the stars were made. For the first half mile all went well. Suddenly the soot in the chimneys took fire and the flame in their tops attracted the Confederate encampments. Signal rockets were instantly sent up, the long roll sounded, and one of the batteries opened on the dim apparition drifting by, almost within point blank range. Shot now followed shot in rapid volleys from more than a hundred guns, and further concealment being out of the question orders were given to the engineers to drive the boat with all possible speed. As if the hand of Providence were directing, a storm now burst in all its fury, and amid vivid flashes of lightning and peals of thunder, through rain and darkness and

GENBOAT CARONDELET.



showers of shot and shell, the *Carondelet* pushed rapidly down the river, and in twenty minutes, aided by a swift current and a full head of steam, she had run the gauntlet of batteries, and at 1 o'clock was safely anchored at New Madrid.

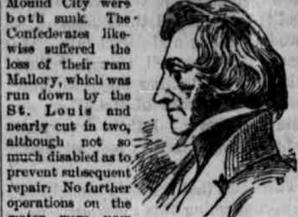
By preconcerted arrangement, if the boat escaped six heavy guns were to be fired to announce the fact, and when the terrible anxiety of those who had been left behind was relieved by the majestic echoes that rolled across the water the scene is described as one such as earth seldom witnesses. "The men embraced each other, sang, danced,

shouted and sent back an answering salute; and the admiral, the heroic Admiral Foote, noblest of the noble, who never commenced an enterprise without looking to God for guidance, gazed away from the throng with tears of gratitude to give thanks to God in his closet, where he was daily wont to commune with his maker."

On the night of the 6th the gunboat *Pittsburg* followed the example of the *Carondelet* with similar success, and under their protection, the next day, transports laden with troops passed through the canal. The Confederates now thought only of escape; they were surrounded and further resistance was hopeless. On the morning of the 9th Gen. MacCall, who was in command, sent in a flag of truce offering to surrender. Three generals, seven colonels, seven regiments, several battalions of infantry, five companies of artillery, twenty-four cannon, several thousand stand of small arms, large magazines stored with munitions of war, and an immense number of tents, horses and wagons were among the spoils. In addition to these the batteries on shore, armed with seventy heavy rifled guns, varying in size from 23 to 100 pounders, four steamers and a floating battery fell into the hands of the Federals. In this great achievement the latter did not lose a man on land or water.

DOWN THE MISSISSIPPI.

Four days after the surrender of Island No. 10, the squadron steamed down the river to attack Fort Pillow, eighty miles below. Meanwhile the battle of Shiloh had been fought on the 6th and 7th of April, and events indicated an impending conflict at Corinth. Gen. Pope was therefore directed to repair at once with his forces to Pittsburg Landing, leaving only two regiments with the fleet, which by reason of the impaired health of Commodore Foote was now transferred to the command of Capt. C. H. Davis. On the 16th of May, a Confederate flotilla came out from under the guns of Fort Pillow and made a desperate attempt to destroy the Federal ironclads. A severe engagement ensued, in which the latter were roughly handled, and the Cincinnati and Mound City were both sunk. The Confederates likewise suffered the loss of their ram *Malloy*, which was run down by the *St. Louis* and nearly cut in two, although not so much disabled as to prevent subsequent repair. No further operations on the water were now undertaken until



COL. ELLET.

after the abandonment of Forts Pillow and Randolph (the latter twelve miles below), on June 4. These events were necessitated by the Confederate evacuation of Corinth, which took place on the night of May 29. Capt. Davis now proceeded down the river, and on the night of June 5 anchored within two miles of Memphis. His fleet consisted of five gunboats—the *Benton*, *Cairo*, *Carondelet*, *Louisville* and *St. Louis*—carrying a total of sixty-eight guns and four rams—the *Monitor*, *Lancaster*, *Switzerland* and *Queen of the West*. The latter were under the command of Col. Charles Ellet, Jr., a civil engineer of some note who had built the wire suspension bridge across the Schuylkill at Fairmount, and also that of Niagara river below the falls. He also took a prominent part in the construction of the Baltimore and Ohio and other western railroads. In the beginning of hostilities Col. Ellet had urged upon the navy department the importance of constructing rams, and, after much opposition, was appointed a colonel of engineers, and ordered to repair to the Mississippi and



A STEAM WHEEL RAM.

purchase the four steamers which he converted into these powerful vessels.

(The war records show that there were at least five commanders named Ellet or Ellett, who took part in these engagements on the Mississippi. They were: Charles Ellet, Jr., whose portrait we give; Charles Ellet, Charles Rivers Ellet, John A. Ellet and Alfred W. Ellet. It is one of the strange coincidences of the war, but adds to the difficulties of the historian in illustrating this series of war papers. Numerous portraits of all these men were secured, but as they were marked "Charles Ellet" or so often simply "Mr. Ellet," it required considerable research to positively identify Charles Ellet, Jr.)

A WONDERFUL SPECTACLE.

At daylight on the following morning, June 6, the Confederate fleet, under full head of steam, were discovered lying close to the shore. The craft were respectively known as the *Little Rebel*, *Bragg*, *Beauregard*, *Price*, *Sumter*, *Lovell*, *Thompson* and *Van Dorn*, and altogether carried twenty-eight guns. Their commanders were plain steamboat captains, and the commodore, Edward Montgomery, was likewise a river captain. The Union squadron now began to drop down the river, and the Confederates opened fire and advanced to meet them. In a few minutes they were within point blank range, and volley succeeded volley in rapid succession. The citizens of Memphis rushed by thousands to the bluffs to witness the novel scene, for directly before them, so near that individuals could be discerned, a naval battle was raging in all its fierceness. Suddenly, there steamed from the bend in the river a singular looking craft which, passing in front of the Federal flotilla, darted at full speed against the *Beauregard*. It was Col. Ellet's *Queen of the West*, and behind her quickly followed another, the *Monitor*. The writer, who was an eyewitness of the battle, can do no better than transcribe his description written at the time: "The destruction of the Confederate seemed to be inevitable, but just as the fatal blow was about to be given the *Beauregard* sheered and the *Queen* crashed into the *Lovell*, cutting her almost in two at sinking her in deep water. Now came the turn of the *Beauregard*. Throwing her bow around, she struck her antagonist squarely in the side just ahead of the wheelhouse, causing her to careen until the whole length of her hull was visible. A few moments more and the *Queen of the West* would have sunk, but making her way to the Arkansas shore she grounded there, and the lives of those on board were saved. The *Price* by this time had joined in the fight, and the *Monitor*, making a pass at her, missed; while the *Beauregard*, endeavoring at the same instant to strike the *Monitor*, likewise missed her and cut away the port wheel of the *Price*. The *Benton* now arrived and sent a shot through the boiler of the *Beauregard*, completing her disablement. The boats were so near each other that the sharpshooters picked off every man who exposed himself.

"Thousands of men, women and children on the bluffs watch the unequal contest. Swift ministers of destruction are flying everywhere. Now a ball drops close by the side of a gunboat, throwing the spray high in air; again you see it ricocheting along the water

until it is lost to view, while here and there is a gaping rent that tells of a death wound received by one of the combatants. A thousand yards distant the *Little Rebel* is sinking. A shot has gone through her machinery and torn a deep hole in her side, through which the water is pouring in a torrent. Commodore Montgomery (who had changed his flag from the *Van Dorn* to the *Little Rebel* early in the action because the former contained 100,000 pounds of powder, and was practically out of the fight) had recklessly run alongside a Federal gunboat, hoping to disable her, but in a few moments finds his craft going down, and with the crew he jumps into the river and swims to the Arkansas shore. It is a running fight for miles. The Thompson lodges on the river bank, and, an exploding shell igniting her magazine, she is blown into fragments. The *Bragg* and *Sumter*, although run ashore, are captured. The *Van Dorn*, with her valuable cargo of stores, taken from Fort Pillow, and a transport similarly loaded, alone escape. The Confederate fleet is annihilated. The Federal squadron now come to anchor, small boats begin to ply back and forth; the transports steam up to their landings; whistles blow their hallooahs; the men cheer; the stars and stripes wave over forty different decks, and in an hour or two the two regiments of an Indiana brigade, under command of Col. G. N. Fitch, take possession of Memphis." The Confederate loss in this battle was estimated to be 100 killed and wounded, and about 150 captured. On the Union side, Col. Ellet received a wound in the leg from which he subsequently died, and three men on the *Carondelet* were injured.

OVER \$9,000,000 of bonds have been purchased by the government under the order of the Secretary of the Treasury. This leaves less than \$5,000,000 still on the market on account of the sinking fund.

THE Democrats of Massachusetts, are united and harmonious and, in their convention, unanimously endorsed President Cleveland's administration and nominated a good strong Democratic State ticket on a sound Democratic platform.

A JEALOUS negro in Giles county, named Chas. Calloway, the other day succeeded in beating his wife to death and thrashing several of his colored fellow-citizens before he was secured in jail.

FULL WEIGHT PURE
DR. PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE

Its superior excellence proven in millions of homes for more than a quarter of a century. It is used by the United States Government. Endorsed by the heads of the great Universities as the strongest, purest and most healthful. Dr. Price's only Baking Powder that does not contain Ammonia, Lime or Alum. Sold only in Cans.

PRICE BAKING POWDER CO., NEW YORK, CHICAGO, ST. LOUIS.

HARTER'S IRON TONIC
THE ONLY TRUE
WILL PURIFY THE BLOOD, regulate the LIVER and KIDNEYS and improve the NUTRITION OF THE YOUTH. Dyspepsia, Want of Appetite, Indigestion, Lack of Strength and Tired Feeling absolutely cured. Bones, muscles and nerves receive new force. Enlivens the mind and stimulates Brain Power. Suffering from complete prostration to their feet will find in DR. HARTE'S IRON TONIC a safe, speedy cure. Gives a clear, healthy complexion. All attempts at counterfeits only result to the patient's injury. Do not experiment—get ORIGINAL and BEWARE OF IMITATIONS. DR. HARTE'S LIVER PILLS Cure Constipation, Laid-up and Biliousness. Headsache, Sample Dose and Dream Book mailed on receipt of two cents in postage.

CHILLS & FEVER—CURED AND PREVENTED
THE EFFICIENT SYSTEM FOR MALARIA! QUICKLY OBTAINED.

KRESS' FEVER TONIC
Is a sure and speedy cure for the most stubborn cases. It thoroughly cleanses the system of Malaria, making the cure complete. When taken as directed, A CURE IS GUARANTEED, and should it fail the Druggist is authorized to REFUND THE MONEY you paid for it. GIVE A TRIAL! Be sure to ask your Druggist for KRESS' FEVER TONIC. Price, 50c per bottle. KRESS' FEVER TONIC CO., ST. LOUIS, MO. MYERS BROS. & Co., GENERAL AGENTS.

DO YOU WANT A DOG?
If so, send for **DOG BUYERS' GUIDE**, containing colored plates, 100 engravings of different breeds, prices they are worth, and where to buy them. Directions for Training, Feeding and Breeding. Forwards for 15 Cents. Also Cures of Dog Furnishing Goods of all kinds.

ARE YOU INTERESTED IN POULTRY?
Then send for **Practical POULTRY BOOK**, 100 engravings of beautiful colored poultry engravings of nearly all kinds of birds, their treatment and breeding of all kinds of fowls, for pleasure and profit. Diagnose about incubators, and where to buy eggs from best stock at 50c per setting. Sent for 15 Cents.

DO YOU KEEP CAGE BIRDS?
If so, you need the **BOOK OF CAGE BIRDS**, 120 pages, 100 illustrations. Beautiful colored plates. Treatment and breeding of all kinds of fowls, for pleasure and profit. Diagnose about incubators, and where to buy eggs from best stock at 50c per setting. Sent for 15 Cents. The *Three Books*, 50 Cents.

ASSOCIATED FANCIERS,
227 South Eighth Street, Philadelphia, Pa.

JOHN ADAMS, BEN. F. GILL, R. D. MOSELEY

ADAMS, GILL & CO.
Clarksville Warehouse,
Tobacco Salesmen
—AND—
COMMISSION MERCHANTS,
COMMERCE STREET, NEAR PASSENGER DEPOT, CLARKSVILLE, TENN.

LIBERAL ADVANCE ON CONSIGNMENT.
Unless we have written instructions to the contrary, all Tobacco will be insured until sold.

T. HERNDON, C. R. HALLUMS, J. T. EDWARDS, TOM. F. MAJOR.

Herndon, Hallums & Co.
TOBACCO SALESMEN.



Grange Warehouse,
CLARKSVILLE, TENN.

Cash advanced on Tobacco in store, or in the hands of responsible farmers and dealers. All Tobacco insured while in store at the expense of owner, except where there is no advance, and then without written orders not to insure.

Central Tobacco Warehouse

J. C. KENDRICK, J. H. PETTUS, GEO. S. IRWIN, J. W. SHAW.

Kendrick, Pettus & Co.,
Tobacco Salesmen.

All Tobacco Insured unless we have written instructions to the contrary.

CLARKSVILLE, - TENNESSEE
SOLICITING YOUR PATRONAGE. Nov. 1, 1888.

T. R. HANCOCK, W. J. ELY, W. I. FRASER, W. E. RAGSDALE.

HANCOCK, FRASER & RAGSDALE,
—PROPRIETORS—

PEOPLES' Tobacco Warehouse

CLARKSVILLE, TENN. HOPKINSVILLE, KY.

FRONTING EXCHANGE. RAILROAD STREET.

T. R. HANCOCK, Salesman, W. E. RAGSDALE, Salesman

W. J. ELY, Book-Keeper, W. H. DRAPER, Book-keeper.

Special Attention to Sampling and Selling Tobacco

Liberal Advance Made on Consignments

All Tobacco insured unless we have written orders to the contrary. oct. 24/88, 1/2

To Smokers and Chewers,
Smoke the Pipe of Peace,
Smoke the Clarksville Gem,
Chew the Homespun Twist,

—MANUFACTURED BY—

E. B. ROSS, ROSSVIEW, TENN.

This Tobacco is All Pure Unadulterated.

967-7-3m