

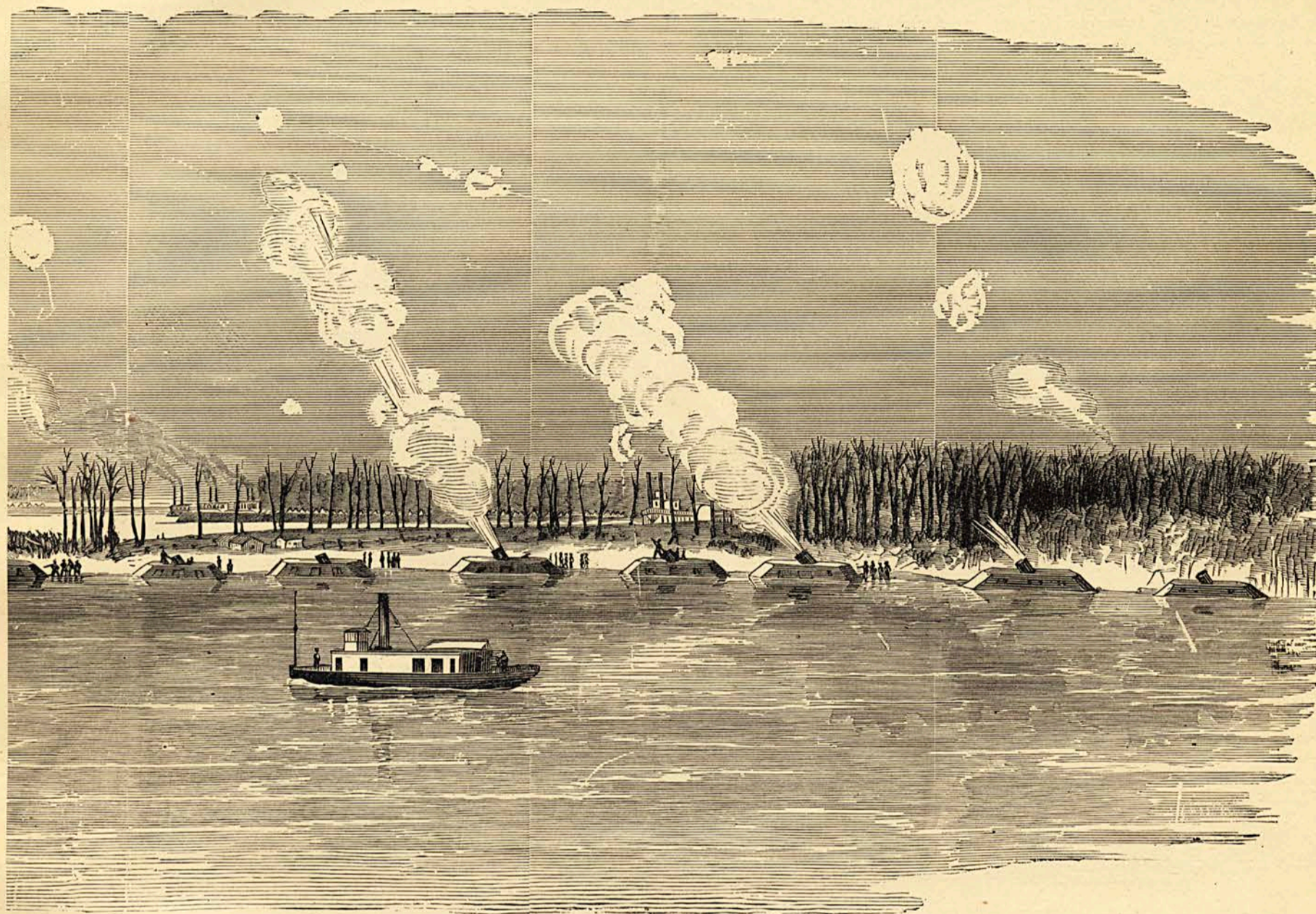
and strike the Confederate flank in turn; but Davis lost his way and failed to appear in time. In this battle Logan's corps lost 572 men; while they captured five battle-flags and buried about 600 of the enemy's dead. The total Confederate losses during July, in killed and wounded, were reported by the Surgeon-General at 8841, to which Sherman adds 2000 prisoners. Sherman reports his own losses during that month at 9719; but this does not include the cavalry.

Sherman had sent out several cavalry expeditions to break the railroads south of Atlanta, but with no satisfactory results. The marvelous facility with which both sides mended broken railroads and replaced burned bridges is illustrated by many anecdotes. Sherman had duplicates of the important bridges on the road that brought his supplies, and whenever the guerrillas destroyed one, he had only to order the duplicate to be set up. On the 26th, General George Stoneman had set out with a cavalry force to break up the railroad at Jonesboro, with the intention of

such damage as he thought it would take ten days to repair; but within 24 hours trains were again running into the city.

Finding that cavalry raids could effect nothing, Sherman posted Slocum's corps at the railroad bridge over the Chattahoochee, and, moving again by the right, swung all the remainder of his army into position south of Atlanta, where they tore up the railroads, burning the ties and twisting the rails, and then advanced toward the city. There was some fighting, and Govan's Confederate brigade was captured entire, with ten guns; but the greater part of Hood's forces escaped eastward in the night of September 1. They destroyed a large part of the Government property that night, and the sound of the explosions caused Slocum to move down from the bridge, when he soon found that he had nothing to do but walk into Atlanta. A few days later Sherman made his headquarters there, disposed his army in and around the city, and prepared for permanent possession.

channel was open, to admit blockade-runners. Farragut's fleet had been for a long time preparing to pass these forts and take possession of the bay. But he wanted the co-operation of a military force to capture the forts. This was at last furnished, under General Gordon Granger, and landed on Dauphin Island August 4. The attacking column consisted of four iron-clad monitors and seven wooden sloops-of-war. To each sloop was lashed a gunboat on the port (or left) side, to help her out in case she was disabled. Before six o'clock in the morning of the 5th all were under way, the monitors forming a line abreast of the wooden ships and to the right of them. The "Brooklyn" headed the line of the wooden vessels, because she had an apparatus for picking up torpedoes. They steamed along in beautiful style, coming up into close order as they neared the fort, so that there were spaces of but a few yards from the stern of one vessel to the bow of the next. The forts and the Confederate fleet, which lay just inside of the line of torpedoes,



GUNBOATS AND MORTAR FLEET, MARCH 18, 1862.
BY H. LOVIE.

pushing on rapidly to Macon and Andersonville, and releasing a large number of prisoners; while at the same time another cavalry force, under McCook, was sent around by the right to join Stoneman at Jonesboro. They destroyed two miles of track, burned two trains of cars and 500 wagons, killed 800 mules, and took 300 prisoners. But McCook was surrounded by the enemy at Newnan, and only escaped with a loss of 600 men; while Stoneman destroyed 17 locomotives and 100 cars, and threw a few shells into Macon, but was surrounded at Clifton, where he allowed himself and 700 of his men to be captured, in order to facilitate the escape of the remainder of his command.

Two or three weeks later, Wheeler's Confederate cavalry passed to the rear of Sherman's army, captured a large drove of cattle, and broke up two miles of railroad; and about the same time Kilpatrick's cavalry rode entirely round Atlanta, fought and defeated a combined cavalry and infantry force, and inflicted upon the railroad

CHAPTER XXII.

THE BATTLE OF MOBILE BAY.

THE capture of Mobile had long been desired, both because of its importance as a base of operations, whence expeditions could move inland, and communication be maintained with the fleet, and because blockade-running at that port could not be entirely prevented by the vessels outside. Grant and Sherman had planned to have the city taken by forces moving east from New Orleans and Port Hudson; but everything had gone wrong in that quarter.

The principal defences of Mobile Bay were Fort Morgan, on Mobile Point, and Fort Gaines, three miles northwest of it, on the extremity of Dauphin Island. The passage between these two works was obstructed by innumerable piles for two miles out from Fort Gaines, and from that point nearly to Fort Morgan by a line of torpedoes. The eastern end of this line was marked by a red buoy, and from that point to Fort Morgan the

opened fire upon them half an hour before they could bring their guns to answer. They made the "Hartford," Farragut's flag-ship, their especial target, lodged a 120-pound ball in her mainmast, and killed or wounded many of her crew. One ball killed ten men and wounded five. The other wooden vessels suffered in like manner; but when they came abreast of the fort they poured in rapid broadsides of grape-shot, shrapnel, and shells, which quickly cleared the bastions and silenced the batteries.

The captains had been warned to pass to the east of the red buoy. But Captain T. A. M. Craven, of the monitor "Tecumseh," eager to engage the Confederate ram "Tennessee," which was behind the line of torpedoes, made straight for her. The consequence was that his vessel struck a torpedo, which exploded, and she went down in a few seconds, carrying with her the captain and most of the crew. The "Brooklyn" stopped when she found torpedoes and began to back. This threatened to throw the whole line