

into confusion while under fire, and defeat the project; but Farragut instantly ordered more steam on his own vessel and her consort, drew ahead of the "Brooklyn," and led the line to victory. All this time he was in the rigging of the "Hartford," and a quartermaster had gone up and tied him to one of the shrouds, so that if wounded he should not fall to the deck. As the fleet passed into the bay, several of the larger vessels were attacked by the ram "Tennessee" and considerably damaged. At length she withdrew to her anchorage, and the order was given from the flag-ship: "Gunboats chase enemy's gunboats," whereupon the lashings were cut and the National gunboats were off in a flash. In a little while they had destroyed or captured all the Confederate vessels save one, which escaped up the bay, where the water was too shallow for them to follow her.

But as the fleet was coming to anchor, the "Tennessee" steamed boldly into the midst of her enemies, firing in every direction and attempting to ram them. The wooden vessels stood to the fight in the most gallant manner, throwing useless broadsides against the monster, avoiding her blows by skillful manœuvering, and trying to

Another Confederate iron-clad, the "Albemarle," was destroyed in October. Lieutenant William B. Cushing, of the navy, ascended Roanoke River in the night, with a volunteer crew, in a small steam launch, placed a torpedo under her overhang, exploded it, and sent her to the bottom. The launch was destroyed, and Cushing and one of his companions escaped by swimming.

CHAPTER XXIII.

THE ADVANCE ON PETERSBURG.

IT had been a part of Grant's plan, in opening the campaign of 1864, that General Butler, with the Army of the James, should march against Richmond and Petersburg. He moved promptly, at the same time, with the armies led by Grant and Sherman, embarking his forces on transports at Fort Monroe, and first making a feint of steaming up York River. In the night the vessel turned back, and steamed up the James. Early the next day, May 6, the troops were landed at City Point, at the junction of the James

General William F. Smith, and planned to have an immediate advance on Petersburg while the Army of the Potomac was crossing the James (June 14, 1864). The work was entrusted to Smith, who was to get close to the Confederate intrenchments in the night, and carry them at daybreak. He unexpectedly came upon the enemy fortified between City Point and Petersburg, and had a fight in which he was successful, but it caused a loss of precious time. Grant hurried Hancock's troops over the river, to follow Smith. But this corps was delayed several hours waiting for rations, and finally went on without them. It appears that Hancock's instructions were defective, and he did not know that he was expected to take Petersburg till he received a note from Smith urging him to hurry forward. Smith spent nearly the whole of the 15th in reconnoitering the defences of Petersburg, which were but lightly manned, and in the evening carried a portion of them by assault. In the morning of the 16th Hancock's men captured a small additional portion of the works; but here that General had to be relieved for ten days, because of the breaking out of a grievous wound



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run her down till some of them hammered their bows to splinters. The three monitors pounded at her to more purpose. They fired one 15-inch solid shot that penetrated her armor, they jammed some of her shutters so that the portholes could not be opened, they shot away her steering-gear, and knocked off her smoke-stack, so that life on board of her became intolerable, and she surrendered. Her commander, Franklin Buchanan, formerly of the United States navy, had been seriously wounded.

This victory cost Farragut's fleet 52 men killed and 170 wounded, besides 113 that went down in the "Tecumseh." Knowles, the same old quartermaster that had tied Farragut in the rigging, says he saw the Admiral coming on deck as the 25 dead sailors of the "Hartford" were being laid out, "and it was the only time I ever saw the old gentleman cry, but the tears came into his eyes like a little child." The Confederate fleet lost 10 men killed, 16 wounded, and 280 prisoners. The loss in the forts is unknown. They were surrendered soon afterward to the land forces, with 1000 men.

and the Appomattox, and intrenchments were thrown up. Detachments were sent out to cut the railroads south of Petersburg, and between that city and Richmond; but no effective work was done. General Butler was ordered to secure a position as far up the James as possible, and advanced to Drury's Bluff, where he was attacked by a force under Beauregard and driven back to Bermuda Hundred. At the point where the curves of the James and the Appomattox bring those two streams within less than three miles of each other, Butler threw up a line of intrenchments, with his right resting on the James at Dutch Gap and his left on the Appomattox at Point of Rocks. The position was very strong, and it would be hopeless for the Confederates to assault it, but Beauregard had only to throw up a parallel line of intrenchments across the same neck of land, and Butler could not advance a step. What he had secured, however, was valuable as a protection for City Point, which became the landing-place for supplies, when Grant swung the Army of the Potomac across the James.

Grant had reinforced Butler with troops under

that he had received at Gettysburg,* and General David B. Birney succeeded him. General Meade came upon the ground, ordered another assault, and carried another portion. But by this time Beauregard had thrown more men into the fortifications, and the fighting was stubborn and bloody. It was continued through the 17th, with no apparent result, except that at night the Confederates fell back to an inner line, and in the morning the National line was correspondingly advanced. In these preliminary operations against Petersburg the National loss was nearly 10,000 men. The Confederate loss was about the same.

When Lee found where Grant was going, he crossed the James at Drury's Bluff, and presently confronted his enemy in the trenches east and south of Petersburg. The country is well adapted for defence, and the works were extensive and very strong. Seeing that the city itself could not be immediately captured, Grant endeavored to sever its important communications. The Norfolk Railroad was easily cut off. But the most important line was the Weldon Railroad, which brought up Confederate supplies from the south,