

OBITUARY.

Admiral David Glasgow Farragut, United States Navy.

With the deepest regret we announce the death, at Portsmouth, N. H., at twelve o'clock yesterday, of the gallant naval officer whose name heads this article. A few days ago a telegram reported his serious illness, and, after lingering until the time stated above, he passed away from earth.

HIS BIRTHPLACE AND FAMILY.

The distinguished naval hero was born in East Tennessee, about twelve miles from Knoxville, on the 17th of December, 1801. His father at that time was in the cavalry service of the United States, with the rank of major, and an intimate personal friend of General Jackson. Young Farragut's early years were passed on the frontiers, and his remembrance of Indian adventures when he was but five years old was vividly retained until the close of his earthly career. On one occasion the house in which his mother resided was attacked by savages, and Mrs. Farragut had the utmost difficulty in saving herself and children from massacre until the arrival of Major Farragut with his troop. Some months prior to the breaking out of the war of 1812 Major Farragut was ordered to New Orleans to assume command of a gunboat, and thither he removed with his family.

When but nine years of age David became emulous of naval honors, and, imitating the example of an elder brother, who had already become a midshipman, entered the navy with that rank, his warrant bearing date December 17, 1810. He was taken on board the renowned ship Essex, under the eye of the redoubtable Commodore David D. Porter, father of the present well known naval officer of that name. In 1811 this vessel, rated as a thirty-two gun ship, but carrying forty thirty-pounders and six long twelves, and 319 men, composed one of the coast squadron under Commodore Rodgers, and during the war of 1812 was a terror to the British fleet. From the 11th of July, 1812, until the 19th of September, 1813, the Essex and her boats captured from the British fifteen ships, eight brigs and two schooners, with an aggregate of about 150 guns. So much a terror did she become that the British broke the neutrality laws and pursued her in the harbor of Valparaiso, and on the 25th of March, 1814, captured her, after a severe contest of two hours and a half against two frigates—the Phoebe and Cherub—one carrying thirty-six guns, the other twenty guns.

HIS GALLANTRY ON BOARD THE ESSEX.

The career of Farragut as a midshipman would furnish material for almost a volume of romance. In the memorable engagement of the Essex with the Phoebe and Cherub he not only distinguished himself by acts of personal daring, but nearly lost his life. Farragut would have been promoted for his gallantry in this action but for his youth.

At the height of the engagement he was ordered by Commodore Porter to bring him some friction tubes, and on his way below for the purpose of getting them the captain of the gun was struck in the face with a ball and knocked down the hatchway, falling against young Farragut, who fell with him to the bottom. For a few minutes he lay deprived of animation, but upon recovery instinctively hastened back on deck. Commodore Porter having ascertained that the boy was not wounded, inquired where the tubes were, upon which Farragut, recalled to a sense of his duty, promptly returned below, while the enemy were pouring a terrible fire into the hull of the Essex, and obtained them. When it was ascertained that the vessel would have to be surrendered he was directed to throw overboard the signal book, which he did, after searching for the book in the face of a galling fire. An anecdote of his pluck is related in connection with this affair. Subsequent to the surrender a British midshipman laid claim to a favorite pig of his, as being a prize with the Essex. Farragut appealed to the English officers, who, in a spirit of humor, decided that he should keep the animal if he whipped the claimant. Whereupon he promptly accepted the terms, plied into his adversary, who was much larger in all respects, fought several rounds, and finally compelled the British midshipman to confess himself thrashed. This event gained for him the praise of the British and made him immensely popular with the American officers and sailors.

MILITARY STUDIES IN PENNSYLVANIA.

We should not omit mentioning here that, notwithstanding his extreme youth, he had already displayed much skill and ability in his profession, in addition to the indomitable courage for which he was distinguished through life. When but thirteen years old it became necessary to appoint him master of the Barclay, an English prize to the Essex. Objection was made to this on the ground of his age; but as he was fairly entitled by right of his position to the command it was given him, and he performed the duties in a most satisfactory manner.

On returning to the United States Farragut was sent to Chester, Pa., where, under the tuition of a French officer who had served with credit under Bonaparte, he engaged in the study of military tactics. While here the survivors of the Essex crew passed through the town on their way to aid in the defence of the capital, and he was greatly mortified when his request to be allowed to join them was refused, on the ground of his inability to sustain the fatigues of a land campaign. At this time the intention was to prepare him for a military life, for which he had some predilection. Happily for the country, however, this purpose was never executed. After the war closed he was ordered to the ship of the line (razee) Independence, of seventy-four guns, and made a cruise with her to the Mediterranean, he, with the midshipmen, being under the guardianship of Mr. Charles Folsom, of Cambridge, Mass. When Mr. Folsom left the vessel for the purpose of assuming his consularship he was granted leave of absence to accompany him ashore. At the end of a year he returned to his ship, having learned and acquired a great deal during his life on land.

SUMMARY OF THE EVENTS OF HIS CAREER FROM 1820 TO THE BREAKING OUT OF THE REBELLION.

In the year 1820 he was still a midshipman on board the Franklin, a seventy-four gun line-of-battle-ship, and on the 1st of January, 1821, he is recorded as having been off duty in the city of New York. During the next year he passed his examination in this city, and, being twenty-one years of age, was recommended for promotion. He was then ordered on the West India station; but it was not until the 13th of January, 1823, that he was commissioned a lieutenant, and in that capacity was still employed on the same station. During the years 1821, 1822, 1823 and 1824 he distinguished himself by his cruise for pirates in the Caribbean Sea. He was next transferred to the Brandywine, a forty-four gun frigate, and was reported on that vessel on the 1st of January, 1825. On the same day of the following year he is recorded as having been, during the latter part of the previous year, ordered to the receiving ship at Norfolk, Virginia, which position he held until late in 1825. He was then ordered to the sloop Vandall—a eighteen gun vessel-of-war, which joined the squadron on the coast of Brazil. On this station he remained about two years, when he again returned to Norfolk. He appears to have been retained on the receiving ship at the Norfolk Navy Yard during the remainder of 1830, through the years 1831 and 1832, and some portion of 1833, for his name is recorded as still being at Norfolk on the 1st day of January in that year. He was next ordered to the sloop-of-war Natchez, on which he held the position of executive officer at the commencement of 1834. This vessel was then stationed on the coast of Brazil. On his return to this country, about the end of that year, he was allowed a brief interval of rest, as he is recorded absent on leave at the commencement of 1835. During the years 1836 and 1837 he was entirely off duty, awaiting orders. He was next ordered on the West India station, but did not remain there long for the commencement of the year 1840 again finds him awaiting orders. He is next recorded, on the 1st of January, 1841, in ordinary at Norfolk, Va. On the 5th of September, 1841, he was commissioned a commander in the navy and ordered to the sloop-of-war Decatur, a sixteen gun vessel. In her he again sailed to the coast of Brazil and joined that squadron. He remained on the station for about twelve months, when he was again allowed absence on leave. He is thus recorded on the navy roll on the 1st of January, 1843. During that and the next year he was out of active service again and awaiting orders. He was next again ordered to the Navy Yard at Norfolk, where he remained until after the 1st of January, 1847. During that year he was ordered to join and take command of the sloop-of-war Saratoga, a twenty gun vessel, then stationed on the home squadron. On his return home he was again ordered to the Norfolk Navy Yard, where he held command second to Commodore Sloat. This position he filled during the remainder of 1848 and during the years 1849 and 1850. January 1, 1851, however, finds him again awaiting orders. During that year he was ordered on a different service, as assistant inspector of ordnance, being second in command under Commodore Skinner. This position he held until after the end of the year 1853. Another field was at this time opened to the subject of our sketch by the establishment of a new navy yard at Mare's Island, near San Francisco, California. Commander Farragut, then standing No. 18 on the list, was ordered to the chief command of this post, and became commandant of the new yard. That he well filled the position there is every record to testify. On the 1st of January, 1855, he is still recorded as chief of the yard, and on September 14 of the same year he was commissioned

a captain of the United States Navy. He held the same position for some years, when he was ordered in 1853 to the command of the steam sloop Brooklyn, a twenty-five gun vessel, forming a portion of the home squadron under flag officer McCluney. He was, however, removed from this command during the month of May, 1860, after being on board of the vessel over twenty months. The 1st of January, 1861, again found him awaiting orders. On the 1st of September he was still awaiting orders, but the desertion of some of his seniors in rank and the death of others made him rise six steps on the ladder of promotion, his name then standing No. 31.

COURSE ON THE OUTBREAK OF THE REBELLION.

We now arrive at a period when the flood tide came which bore Farragut to fame and made his name dear to the American people. Upon being placed on waiting orders he returned to his home in Norfolk, Va., a lady of which town he had married some years previous. With the political movements of the day he had no sympathy. At any rate it is certain that he kept aloof from politics. Some Southern writers have charged that he was at first in favor of secession, and even went so far as to advocate the seizure of all the war vessels in the Southern harbors. It has also been asserted that the failure or neglect to adopt this suggestion so disgusted him that he thenceforward attacked himself to the Union cause. This statement hardly needs refutation. His acquaintances in Norfolk unite in admitting that, from the start, he opposed secession, and was unsparing in his denunciation of the Southern political leaders. He, however, remained quietly at home until Sumter was fired upon, when he made immediate preparations to leave. A few days later (April 19, 1861) he openly denounced the act as treason, and on the same evening left Norfolk for the North, his family following him soon after to New York, and took up their residence at Hastings, on the Hudson river.

It was not an unnatural thing that at this time the feeling in the loyal States was decidedly prejudiced towards Southern army and navy officers. Such a large number of these had thrown up their commissions and linked their fortunes with the seceded States that the few left were regarded with suspicion. But in Captain Farragut's case this prejudice did not exist. His prompt action in abandoning his home and sacrificing his personal interests recommended him to the government, by whom he was singled out for the performance of heroic deeds. His past record of gallantry was recalled, and the ability he had displayed as a naval officer combined to point him out as one best fitted to take charge of a great naval expedition. We do not assert that there was no other officer in the navy capable of great work. There might have been, and there doubtless was. But none possessed in so eminent a manner those great qualities which are necessary for the achievement of great deeds.

THE CAPTURE OF NEW ORLEANS.

Meantime the rebellion progressed, with ill fortune attending the Union cause during the first year. The federal government, however, was actively at work, preparing to inflict a severe blow upon the revolutionists. The celebrated expedition to New Orleans was fitted out, and sailed with Farragut, then promoted to the rank of commodore, as commander of the naval portion. It is unnecessary to pursue in detail an action with the results of which our readers must be familiar. In brief, we will state that every point on the Mississippi river below the city was fortified in a manner that led the rebels to entertain the fullest confidence in its defences. On Forts Jackson and St. Philip were mounted 170 rifled 63-pounders brought from England. In the garrisons were 3,000 men, many of whom were skilled artillerymen who had served in the navy. In addition to all this the enemy had from fifteen to twenty gunboats, three iron rams and several iron-plated floating batteries, and booms, torpedoes, chains, fire rafts and ships in any quantity. Such were the obstacles that Commodore Farragut had to encounter before he could hope to make his way up to the city. Nothing daunted, he commenced the bombardment of Fort Jackson on the 16th of April, 1862, and kept up a most destructive fire, without intermission, until the principal vessels of the squadron were prepared to pass the forts, which they did on the morning of the 24th. On their way up they riddled and disabled the famous ram Manassas, which, floating down the river, was again fired into and sunk by the shells under Captain Porter. Then followed the destruction of thirteen gunboats and three transports belonging to the rebels, together with the loss of hundreds of lives on their side. On the 25th, at noon, two more batteries were silenced, and in another hour the squadron lay quietly at anchor near the city. Next day, the 26th, a couple of heavy field works, located about nine miles above New Orleans, were taken possession of by the Unionists, the enemy burning the new ram, the Mississippi, mounting twenty guns, to prevent her falling into our hands. The Anglo-Norman, another ram, was also destroyed, though whether by the rebels or by the fire of our vessels is not stated. The floating battery which lay at Algiers, opposite New Orleans, was sunk on the same day. General Butler landed his troops above Fort St. Philip on the 27th, and on the following day both forts surrendered. The floating battery Louisiana was blown up previous to the capitulation. In the afternoon forts Livingston and Pike were abandoned, and thus was completed the capture of every point of defence commanding the approaches to the city. A more daring and brilliant series of operations than are thus briefly sketched are not to be found on record.

HIS OPERATIONS ON THE MISSISSIPPI.

Subsequent to the occupation of New Orleans the federal fleet advanced up the Mississippi river unopposed until it reached Vicksburg, which had been hastily fortified by the Confederates. The delay which followed in the bringing up of the land forces enabled the enemy to present so strong a front when they did arrive that the attack on the city failed. Nevertheless, Admiral Farragut again greatly distinguished himself by running the batteries twice on board the Hartford, a vessel whose name will be imperishably linked with that of her great commander, she having been his flagship during the entire war. In the fall of 1862 the occupation and fortifying of Port Hudson by the enemy compelled the federal fleet to retire from below Vicksburg. During March of the following year Admiral Farragut with his fleet appeared below Port Hudson and opened fire upon it. A brief but fierce engagement followed, during which the gallant Admiral ran the batteries on board the Hartford, accompanied by the Albatross. Proceeding up the river he ran the batteries at Grand Gulf and Warrenton and opened communication with Porter's fleet above Vicksburg. In April he passed down the river again, having a brief engagement with the Confederate batteries at Grand Gulf, which he passed with comparative ease, though he failed to silence them. For several weeks he was engaged in blockading Red river and preventing supplies from crossing the Mississippi. He continued his operations between Vicksburg and Port Hudson until Porter's fleet ran the batteries at the former place, when he returned to New Orleans by way of the Atchafalaya river and soon after assumed direction of the naval operations against Port Hudson, continuing on this duty until the surrender of that important post.

HIS GREAT EXPLOIT IN MOBILE BAY.

The downfall of the Confederate stronghold on the Mississippi ended Admiral Farragut's operations on that river. He obtained a short furlough in August and made a tour through the North, and was greeted with ovations wherever he went. After a brief stay at home the Admiral returned to the Gulf and energetically prepared his fleet for the final contest. When everything was ready he sailed for Mobile bay and on the 5th of August, 1864, entered the harbor. The facts of the engagement which followed are familiar to all. Admiral Farragut, issued to the mast of his flagship, the Hartford, and followed by the entire fleet, ran by the forts and attacked the Confederate fleet. In a brief while the rebel gunboats retired, being unable to withstand the heavy fire from the Union vessels. This was at about eight o'clock in the morning. One hour later the Confederate ram Tennessee, commanded by Admiral Buchanan, ran out from under cover of the forts and advanced singly to attack the entire fleet. She made a dash at the Hartford first and was immediately surrounded by the other vessels. A terrific combat took place. For one hour it lasted, at the end of which the rudder chains of the Tennessee were cut by a chance shell, which rendered her unmanageable. She drifted about for a few minutes and then struck her colors. Soon after the smaller forts surrendered, and on the 22d Fort Morgan also yielded.

CAREER SINCE THE WAR.

The brilliant achievement of Admiral Farragut in Mobile Bay placed the seal upon his career and stamped him as the ablest seaman in the United States. In December, 1864, he returned to New York and received an enthusiastic reception from the citizens. A few days later the grade of Vice Admiral was created for him and subsequently that of Admiral, which placed him at the head of the navy. After the close of the war he made a trip to Europe at the head of the European squadron, and was everywhere the recipient of the most flattering attention from the monarchs of the several nations. On his return he was placed on shore duty for a brief while, and then on waiting orders. For three or four years past he had been ailing, and more than once he had been given up by the doctors. But his naturally strong constitution temporarily triumphed over death until yesterday, when it yielded to the destroyer. We have not sufficient space this morning to do justice to the public and private character of Admiral Farragut. A whole nation mourns his death. As a patriot he was unsurpassed, as a naval commander the United States never had a superior, and as a private citizen he was possessed of virtues which excited and ennobled him. The old hero has gone from us full of years and honors, leaving behind a name linked to an immortality of fame.