

medical officers has come to my knowledge, but on the contrary they have been faithful and zealous in the performance of duty, and the wounded have been promptly removed from the field to the hospitals. The new system of ambulance organization has been more or less completely carried into effect in all the corps and has worked well. The character of the wounds in the cases of those brought to the hospitals was of an unusually grave character, much of the firing being at short range. Of the 1,368 wounded brought to the hospitals 131 died within forty-eight hours. There were eighty-eight capital amputations in cases brought to the hospitals from the battles of the 16th and 19th of March. A number of these, in the Twentieth Corps, were carried in ambulances over very rough roads the day following the battle, and yet, when I saw them a few days ago at the hospital tents in an open field, I think I have never seen so many men with amputations doing so well in the most elaborately arranged hospital. Every year's experience tends to prove the advantage of treating wounded men in tents, where they can enjoy the ventilation almost of the open air. The Sanitary Commission was prompt in furnishing many luxuries to the hospitals which they had no other means of obtaining. The subjoined tabular statement will give a summary of sickness, casualties, &c.: Strength of command, 65,000; average daily number of sick, 1,520; total number wounded, 1,368; died from wounds, 130; sent to rear, 685; total number wounded and sick on arrival at Goldsborough (approximate), 2,888. Those in the above table reported as sent to the rear were sent from Fayetteville to Wilmington, except the wounded from Rivers' Bridge, who were sent to Beaufort. As far as I have been informed there is no case of a sick or wounded man being left on the way. When the army cast loose from everything in the rear on the campaign from Atlanta to Savannah, probably one of the gravest objections to it in the minds of both officers and men was the dread of being left, in case of sickness or wound, in the hands of their enemies. But on neither that campaign nor this one has this fear been realized, except in the case of two men from the Right Wing, who had compound fractures of the thigh and were left in friendly hands in Georgia. In short, the facility with which an army can subsist in all the settled portions of the Confederacy, while at the same time destroying the food and forage indispensable to the support of its armies, has demonstrated the feasibility of a mode of warfare that six months ago was deemed chimerical and hazardous, and undoubtedly has had an important influence in bringing the war to its present cheerful aspect.

I have the honor to be, very respectfully, your obedient servant,

JNO. MOORE,

Surgeon, U. S. Army, Med. Dir. Mil. Div. of the Mississippi.

Maj. Gen. W. T. SHERMAN,
Commanding Military Division of the Mississippi.

[Indorsement.]

HEADQUARTERS DIVISION MISSISSIPPI,
Goldsborough, N. C., April 10, 1865.

I invite special attention to this very interesting report of Surgeon Moore, U. S. Army, who has been with the army as medical director since the beginning of the campaign. He confirms by his experience and judgment what I know to be the case, that armies may operate in the Southern States the whole year round. The health, spirit, and tone of the men are always better in motion than when still. I also call

attention to the figures of Surgeon Moore. The number of wounded men is much less than the aggregate reported by the colonels of regiments, who naturally report slight wounds that do not come to the knowledge of surgeons, to make the best showing of hard fighting. I cheerfully bear testimony to the skill and professional merits of the medical officers with this army. Quiet, industrious, and most skillful, they attend the wounded almost on the skirmish line, move them to the field hospitals, and afterward transport them with a care that entitles them to all honor.

W. T. SHERMAN,
Major-General.

No. 9.

Reports of Maj. Gen. Oliver O. Howard, U. S. Army, commanding Army of the Tennessee, or Right Wing.

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
In the Field, Goldsborough, N. C., April 9, 1865.

Maj. Gen. H. W. HALLECK,
Chief of Staff, Washington:

GENERAL: I now have the honor to send herewith the report of Maj. Gen. O. O. Howard, commanding Right Wing, with those of his two corps commanders, Generals Logan and Blair. These are all full and clear, with full statistical tables. I indorse the recommendations made by them for the well-earned promotions of the officers therein named. This completes the official reports of the campaign from Savannah to Goldsborough, and if they fail in the proper details and arrangement of parts you must attribute it to the fact that every moment of our time since reaching Goldsborough has been employed in preparation for what is to follow. To-morrow at daybreak the whole army will be in motion on Raleigh.

I have the honor to be, your obedient servant,

W. T. SHERMAN,
Major-General, Commanding.

HEADQUARTERS ARMY OF THE TENNESSEE,
Goldsborough, N. C., April 1, 1865.

MAJOR: I have the honor to submit the following report of operations of the Army of the Tennessee, constituting the Right Wing of General Sherman's army, for the campaign from Savannah, Ga., to Goldsborough, N. C.:

On the 1st day of January of this year the general-in-chief, Major-General Sherman, laid before me the plan that he proposed for the coming campaign. The part assigned to me contemplated the moving of a whole or a part of the Right Wing to Beaufort, S. C., to occupy Pocotaligo by the 15th of January, while the Left Wing crossed the Savannah at Sister's Ferry and moved to Robertsville. I expressed my fear that it would be impossible to transport my whole force in the time required, whereupon the general decided that one corps would be sufficient, and that the rest could cross the Savannah and form a junction with me at Pocotaligo after I had occupied that place. With this understanding Special Field Orders, No. 1, were issued from your headquarters. I set about the work at once, procuring assistance in the

* For maps accompanying this report, see Plate LXXVI, map 3; Plate LXXIX, maps 2 and 3; Plate CXX, map 2, of the Atlas.

town; also at the depot to prevent the enemy from moving away any more trains. As soon as the bridge could be brought up Capt. C. B. Reese, the chief engineer, threw a bridge across the Saluda under the cover of General Hazen's division. At first the enemy's skirmishers gave a little trouble, but our sharpshooters soon drove them back to a less dangerous distance. The mounted infantry crossed the Saluda first, supported by some infantry of General Hazen's division, and pushed on rapidly, driving the enemy across the Broad River. The attempt was to save the bridge, but it failed, since the bridge had been covered with resin and light wood in such manner as to burst instantaneously into a flame, and this occurred even before all the rebel cavalry had passed over. The remnant escaped northward.

General Logan continued the crossing of his corps during the night, whilst he directed General Woods' division to effect a crossing of the Broad. Lieut. Col. William Tweeddale, commanding engineers, undertook to get a rope across just above the bridge in order to make a temporary ferry. The current was so exceedingly swift, and the river so wide, that it was very difficult to get the rope to the other shore; finally he drew over a light cord obtained at the factory, and by means of it succeeded in establishing the rope ferry about 3 a. m., when General Woods sent over boat load after boat load of troops, until he had succeeded in ferrying over Colonel Stone's entire brigade. The place where they landed was not the firm ground, but a sort of muddy dike, beyond which there were deep ravines now partially filled with water. The whole bank was covered with wood and thick underbrush. Under this cover the rebels kept a strong skirmish line and fought with as much obstinacy as at any other point. Our artillery situated on a high bluff and our skirmishers up and down the river aided the brigade thrown over. Colonel Stone gradually extended his skirmish line and then moved forward up the east bank, sweeping everything before him. Several prisoners were taken during the advance. About 10 a. m. the mayor of Columbia, with a flag of truce, met Colonel Stone and formally surrendered the city to him. The general-in-chief had instructed me to destroy certain public buildings, but to spare institutions of learning, asylums, and private dwellings. I transmitted these instructions to Maj. Gen. John A. Logan whose troops were to have charge of the city. He directed Major-General Woods to place suitable guards. As soon as the bridge was completed I crossed with General Sherman and rode to the town with him, a distance of about three miles. The ground was dry, the wind blowing hard, so that the dust almost blinded us.

As we entered the city the negroes and many white people collected at the corners of the streets and greeted the general with loud cheering. In the main street was a large quantity of cotton partially consumed by fire. Some men were at work trying to extinguish the fire with a very poor engine. We remarked that the loose cotton was blown about in every direction, and the shade trees were so completely covered with bits of cotton as to remind me of a grove in Maine after a snow storm. The guards were carefully established in different streets, and seemed to be attending to their duty very faithfully. I noticed a few men under the influence of liquor, and immediately directed that they should be placed under guard. I have been thus particular in narrating these preliminary incidents, because there followed one of the most terrific scenes that I have ever witnessed, and we are charged by the rebels with its inception. Thinking everything was very orderly, and the city police in the best of hands, I selected a house and hoped to get a little rest. But it was hardly dark before a fire broke out in the

vicinity of Main street, and spread rapidly. I learned, moreover, that quantities of liquor had been given to the soldiers by certain people who hoped in this manner to conciliate them and get their protection, and it is certainly true that many of our men and some of our officers were too much under the influence of drink to allow them to properly discharge their duty. Strenuous efforts, however, were made to arrest the flames. General Woods sent in a fresh brigade, and afterward General Hazen still another. During the night I met Generals Logan, Woods, and other general officers, and they were taking every possible measure to stop the fire and prevent disorder. Nevertheless some escaped prisoners, convicts from the penitentiary just broken open, army followers, and drunken soldiers ran through house after house, and were doubtless guilty of all manner of villainies, and it is these men that I presume set new fires farther and farther to the windward in the northern part of the city. Old men, women, and children, with everything they could get out, were herded together in the streets. At some places we found officers and kind-hearted soldiers protecting families from the insults and roughness of the careless.

Meanwhile the flames made fearful ravages and magnificent residences and churches were consumed in a very few minutes. After about two-thirds of the city, all the business part of the town, including the old State House, had been destroyed, the wind shifted to the east and the fire was stayed. The next morning showed very little of Columbia except a blackened surface peopled with numerous chimneys and an occasional house that had been spared as if by a miracle. I believe that the rebels, who blew up the depot, scattered the cotton over the city, and set fire to it, and took no reasonable precaution to prevent the destruction of Columbia, are responsible for the suffering of the people. Neither the general-in-chief nor any of his lieutenants have ever sanctioned any conduct so evidently against the dictates of humanity. The Seventeenth Corps followed the Fifteenth across the Saluda and Broad and encamped outside of the city to the northeast. The Fifteenth Corps encamped to the east and south, except the garrison of the city.

During the 18th and 19th the command remained in the vicinity of Columbia and were engaged in destroying the public buildings, such as the railroad depot, the arsenals, machine shops, armory with a large quantity of machinery, a powder mill that had everything in running order, three large store-houses for ammunition and ordnance stores, &c. A list of the ordnance and ordnance stores destroyed or made use of from Columbia will be attached to this report. While the men were removing the shells from the arsenal to the river a terrible accident occurred. A percussion shell was carelessly thrown down the bank amongst others when it exploded, killing and wounding some 15 men from General John E. Smith's division. The railroad was destroyed southward completely as far as Mill Creek by the commands of Generals Hazen and Corse. General Corse continued the work as far as Cedar Creek, and his mounted men burned the trestle-work and forced the enemy to destroy the railroad bridge across the Wateree. The road was completely destroyed for fifteen miles and partially for forty. Meanwhile General Blair was at work upon the railroads northward.

Monday, February 20, the command commenced its march northward. General Logan's column made a detour, via Roberts' Cross-Roads and Muddy Springs, his head of column reaching Rice Creek. General Blair followed the railroad, destroying it as he went, having made a march of fifteen or sixteen miles. The next day General Blair continued the same work to within five or six miles of Winnsborough, and

the Fifteenth Corps encamped with two columns, one at Harrison's Cross-Roads and the other at Longtown. My headquarters were at Harrison's Cross-Roads. The next day the Fifteenth Corps moved in two columns to the vicinity of Peay's Ferry. General Blair continued the destruction of the railroad to Winstonsborough, where he joined the work of the Twentieth Corps, and then closed up to Poplar Spring Post-Office. The work of laying the bridge across the Wateree commenced at 1 p. m. Our crossing at that point did not seem to be anticipated. Here we found the country high and rolling and the banks of the river quite steep. General Logan crossed two of his divisions after the completion of the bridge.

Thursday, the 23d of February, the Fifteenth Corps reached Flat Rock with its head of column. The Seventeenth Corps crossed the river and encamped near Liberty Hill with the mounted infantry at Russell Place. My headquarters, with one brigade for guard, took an intermediate position near Patterson's Cross-Roads. Before General Blair completed his crossing of the Wateree a heavy rain commenced and continued all the following night and the next day. The soil which was hard during fair weather, became slippery and muddy, so that it was with extreme difficulty that the teams were worked up the steep hills. The 24th General Blair continued his march via Russell Place, and, finding a straight road from Russell Place to Flat Rock, he undertook that route, but getting into an impassable quicksand was obliged to turn back and move farther south. His head of column at night was about five miles from Flat Rock. Meanwhile General Logan had moved the Fifteenth Corps in three columns, one, via McDowell's Mill, to a point between Williams' and West's Cross-Roads, and the left column by an upper route to the same point, and the right column, consisting of two divisions, to a point on Saunders' Creek. The rain and bad roads had prevented the complete accomplishment of each order of march, so that the troops were somewhat scattered. The country, after passing Flat Rock, was for the most part sandy, with pine forests, filled with numerous roads and cross-roads. The rebel cavalry here annoyed us considerably, capturing some of our foragers and a few wagons from General John E. Smith's division. The next day, February 25, the Fifteenth Corps continued substantially in the same position, except that the right column closed up to within about twelve or thirteen miles of Tiller's Bridge. Two regiments of General Corse's division had entered Camden en route and destroyed a quantity of cotton and public stores. Afterward a party of mounted men, under charge of Captain Duncan, by my direction destroyed the Camden bridge and depot and a quantity of cotton.

The Seventeenth Corps reached Hough's Bridge over the Little Lynch. The pontoon train with its guard closed up to the vicinity of Williams' Cross-Roads. During the day General Logan had sent forward his mounted infantry with instructions to secure Tiller's Bridge. They surprised and captured a camp of about 100 rebel militia, partly armed and partly not.

The next day, the 26th, General Blair moved to Young's Bridge, across the Lynch, and General Logan marched in two columns, one to Tiller's Bridge and the other to Kelly's Bridge.

My headquarters were with the central column. The Lynch was fringed with the usual swamps. The bridges across the main creek were saved, but owing to the freshet the water had risen so as to flood the country for nearly a mile outside the river bed.

At Tiller's Bridge General Corse had two brigades wade the creek immediately upon his arrival, and a few wagons succeeded in getting over. At Kelly's Bridge General Hazen did much the same thing, sending over a part of his infantry and a few wagons. General Corse had hardly reached the mainland when the foragers and skirmishers were fiercely assaulted by Butler's cavalry.

The assault was sturdily met and repulsed, with a loss to the rebels of several killed and wounded. I saw a number of horses of the enemy killed. The water rose during the night upward of two feet, and rendered the crossing impassable except by bridging. I had dispatched the same day Captain Duncan, with all the available mounted men that I could raise at my headquarters, about sixty in number, with instructions to penetrate as far as the Charleston and Florence Railroad, and break that road by burning some one of the bridges west of Florence. While at Peay's Ferry news had come of the evacuation of Charleston. The news was corroborated by prisoners taken at Tiller's Bridge. Lieutenant McQueen, my chief of scouts, accompanied Captain Duncan with a cipher message, which he undertook to send through to Charleston. Captain Duncan crossed below Kelly's Bridge, and had reached Mount Elon Post-Office, where he was followed by quite a large force of rebel cavalry, considerably outnumbering his company. On the approach of this force he held his command well in hand and fought them desperately. The commander, Colonel or Brigadier-General Aiken, and some 6 or 7 of his men were killed, and 50 or 60 reported wounded.

Captain Duncan had two killed and three or four wounded, including Lieutenant McQueen, very severely. Duncan drove the enemy from the field, but, thinking that he had met with too much opposition for his small force, turned back and reached my headquarters the next day. The 27th of February it rained all day. General Blair put his entire corps at work and succeeded in bridging the approaches to the main stream and crossed part of his command just at evening. General Logan had a footbridge constructed from mainland to mainland. The pontoon was put down on the west side; some of the bad places were filled up with brick; other points corduroyed under water, the corduroy being pinned down. But every effort at this point was baffled by new difficulties. We did not succeed in getting over any wagons. The water, however, was subsiding slowly. The next day, the 28th of February, the bridging at Tillersville was continued, and a few wagons and animals crossed with great difficulty. General Hazen had commenced a plank bridge, promising to have a good one completed early the next day. March 1 the water had subsided so much that a roadway completely practicable was finished by noon at Tiller's Bridge, while at Kelly's General Hazen finished his plank bridge about 3.30 p. m., of nearly a half mile in extent. But owing to the want of sufficient breadth of the trestles, and their resting upon a quicksand, the bridge racked over under the weight of heavy wagons, and part of it had to be reconstructed. I accompanied two of General Hazen's leading brigades as far as Kellytown. The accident at the bridge prevented the remainder of Hazen's column from getting up. We found the country at this point very rich, furnishing plenty of provisions for the horses and men.

March 2, General Logan concentrated his command near New Market, excepting Corse's division, ten miles above, at Rocky Ford, Black Creek. Near night General Logan moved Corse's division forward to the intersection of the New Market road. With my headquarters I crossed the columns and encamped near Rocky Ford. General Blair had moved

Col. James Wilson, provost-marshal-general; Col. J. T. Conklin, chief quartermaster; Lieut. Col. William E. Strong, assistant inspector-general; Lieut. Col. D. Remick, chief commissary; Maj. T. W. Osborn, chief of artillery; Maj. E. Whittlesey, judge-advocate and commandant of camp; Capt. C. B. Reese, chief engineer; Capt. D. H. Buel, chief ordnance officer; Capt. E. P. Pearson, jr., chief commissary of musters; Capt. F. W. Gilbreth, aide-de-camp; Capt. P. A. Taylor, chief signal officer; Capt. A. M. Van Dyke, assistant adjutant-general; First Lieut. J. P. Sampson, Signal Corps, U. S. Army; First Lieut. William N. Taylor, First Illinois Light Artillery, acting aide-de-camp; First Lieut. Amos Stickney, Engineer Corps, U. S. Army; First Lieut. John A. Mills, acting assistant quartermaster; Lieut. Joseph A. Sladen, acting assistant adjutant-general; Asst. Surg. D. L. Huntington, U. S. Army, assistant medical director; Actg. Asst. Surg. I. L. Hoover, U. S. Army, staff and escort surgeon.

I feel deeply grateful to every member of my staff mentioned above, and shall make in their behalf special recommendations to the War Department and to the State authorities for their advancement.

Lieutenant-Colonel Howard, my senior aide, was for the first time during active work necessarily separated from me at Savannah, and unable to resume his place during the campaign as communication was severed on his arrival at Beaufort.

Capt. Samuel L. Taggart has conducted the business at Beaufort, S. C., to my entire satisfaction.

I cannot close this report without specially commending the commissary department of the army. Lieutenant-Colonel Remick, chief commissary, and his assistants, the division commissaries, have been indefatigable in securing a proper distribution of what has been taken from the country, and running mills night and day whenever it was possible in order to furnish the command with meal and flour.

The nature of the country has been particularly unfavorable for signaling, as it was flat, swampy, and very woody for the most part. The signal officers, however, have rendered me no little assistance in the collection of supplies, making special reconnaissances and cheerfully doing any other duty that I called upon them to do.

Lieutenant McQueen was designated as my chief of scouts. He is universally beloved, and it filled us all with extreme regret to be obliged, on account of his wound, to leave him behind.

The services of Captain Duncan, of the Fifteenth Illinois Cavalry, in the way of reconnoitering and scouting have been invaluable to me. Capt. J. L. King, commanding my escort company, was always ready for any enterprise. Capt. E. N. Carpenter, Sixth Pennsylvania Cavalry, escaping from prison and joining my staff at Columbia, rendered me great assistance on the march to Fayetteville, where the way was opened to rejoin his own command. I mentioned the cordial and prompt co-operation of Admiral Dahlgren, Major-General Foster, and their officers in the body of my report. I renew my thanks to them. Brevet Major-General Saxton and his officers gave us a hearty welcome to Beaufort, and rendered us every assistance in the way of supplies, camp, and quarters.

While I entertain great admiration for the officers and men to whom we owe so much, I cannot fail to recognize and acknowledge the hand of God in all our success and to express the conviction that He is conducting us steadily and surely through this mighty revolution. It is by being and acting coincident with His mighty purposes that we shall finally prevail.

Appended to this report will be found a statistical record of the amount of captures, property destroyed, and casualties. Accompanying it please notice the reports of the chief of artillery, chief engineer, medical director, chief of ordnance, and that of the provost-marshal-general.

Miles marched	463
Average per day of whole time.....	8.19
Average per day of actual marching.....	13.23
Casualties:	
Killed, wounded, and missing.....	983
Prisoners captured.....	1,287

Subsistence stores captured:	
Breadstuffs	pounds.. 927,000
Fresh beef	do..... 670,000
Salt meats	do..... 797,600
Sugar	do..... 1,900
Salt	do..... 30,500
Beans	do..... 1,400
Total.....	do..... 2,428,300

Forage:	
Corn	do..... 4,867,326
Fodder	do..... 2,785,721

Ordnance and ordnance stores captured and destroyed:	
Pieces of artillery.....	67
Gun carriages and caissons.....	42
Rifles and muskets.....	13,929
Cutlasses and sabers.....	3,445
Artillery ammunition.....	rounds.. 18,235
Ammunition for small-arms.....	do..... 1,230,000
Powder	pounds.. 70,350

Property captured:	
Horses.....	3,049
Mules	3,766

Property destroyed:	
Cotton (about).....	bales.. 15,000
Railroad	miles.. 42
Cars and engines	25
Car wheels	300

Refugees:	
White	984
Black	4,202
Total	5,186

Wagons and vehicles for refugees		349
Horses and mules		738
Bridging and corduroying:		
Bridges laid	31	
Bridging laid.....	yards.. 875	
Corduroying.....	miles.. 106	

I have the honor to be, very respectfully, your obedient servant,
O. O. HOWARD,
Major-General, Commanding.

Maj. L. M. DAYTON,
Assistant Adjutant-General, Military Division of the Mississippi.

WASHINGTON, D. C., May 17, 1865.

MAJOR: I have the honor to submit the following report of operations:

During the rest of sixteen days at Goldsborough, just the length of time promised by the general-in-chief, the army was completely

Casualties: Attached to this report will be found a complete list of killed, wounded, and missing, and of prisoners, and a report of deserters.

In conclusion, I would add that efforts are now being made to equip the batteries in the most effective manner for another campaign, and I trust will be found ready when again called upon to advance upon the enemy.

I am, sir, very respectfully, your obedient servant,
WM. H. ROSS,
Lieutenant-Colonel and Chief of Artillery.

Maj. T. W. OSBORN,
Chief of Artillery, Department and Army of the Tennessee.

No. 47.

Report of Maj. Gen. Frank P. Blair, jr., U. S. Army, commanding Seventeenth Army Corps, of operations January 2-March 21.

HEADQUARTERS SEVENTEENTH ARMY CORPS,
Goldsborough, N. C., April 1, 1865.

I have the honor to submit the following report of the operations of the Seventeenth Army Corps during the recent campaign from Savannah, Ga., to Goldsborough, N. C.:

On the 2d of January, in accordance with Special Orders, No. 7, headquarters Army and Department of the Tennessee, preparations were made for moving this corps to Beaufort, S. C., via Thunderbolt, and thence by army transports and navy vessels to Beaufort, S. C. A wharf or dock was built at Thunderbolt to facilitate the embarkation of the troops and train. The First Division, Major-General Mower commanding, commenced embarking on the morning of the 3d of January, followed by the Third and Fourth Divisions. The transportation of the troops was completed on the 7th of January, but, in consequence of the very limited capacity of the steamers assigned, the transportation of the wagons, horses, &c., was very slow, and it was not until the morning of the 12th of January that the last of our transportation was disembarked. On the 13th of January the command moved out via Port Royal Ferry toward Pocotaligo. A boat expedition, under command of Lieutenant-Colonel Kirby, was successful in securing the crossing at the ferry and covering the laying of a pontoon bridge 600 feet in length, which was completed before daylight, at which time the command again moved forward, the Third Division in advance, followed by the Fourth and First Divisions. The enemy, consisting of one regiment of cavalry and three pieces of artillery, was first encountered at a small stream about five miles from the ferry, in a strongly entrenched position. One brigade of the Third Division was immediately detached and turned their position, when they fell back rapidly on the direct road to Pocotaligo. One brigade of the Third Division, under the personal direction of General Leggett, was then detached to move on a road about three miles to the right, for the purpose of turning them out of another strongly entrenched position on Stony Creek, which movement was a perfect success, and caused the enemy to fall back to his main works at Pocotaligo, from which they opened a heavy fire of artillery and musketry. The skirmishers moved forward through an

almost impassable swamp or flooded rice-field to within musket-range of his works. About this time it became so dark that further movements were impossible.

Early on the following morning (January 15) it was discovered that the enemy had evacuated their works at this point, and also in front of General Hatch's command, about five miles below. The command was encamped and positions entrenched on all roads leading north-northeast and northwest from this station. On the 16th an expedition was sent to open communication with the Fifteenth Army Corps, which was supposed to be en route for this point via Union Causeway and New River bridge, but in consequence of the enemy's cavalry being in too great force they were compelled to return without effecting the object. On the morning of the 20th the First Division, Major-General Mower commanding, started upon an expedition to Salkehatchie bridge for the purpose of surprising, and, if possible, capturing a portion of the force, consisting of about 3,000 infantry and cavalry and one battery of artillery, stationed at that point. From information derived from negroes and deserters we were led to believe that the river was fordable at a point about three miles above the bridge, but upon the arrival of the command at that point they discovered that in consequence of the late heavy rains there was from twelve to fifteen feet of water in the river. Not being provided with boats it was found to be impracticable to effect a crossing without attracting the attention of the enemy, so the expedition returned the same night. From the 20th to the 30th of January nothing of any particular interest occurred, with the exception of an unimportant demonstration made against Salkehatchie bridge on the 23d by the First Division. On the 30th the command moved out and encamped on the river road about six miles from Pocotaligo. On the following morning General Force, with two regiments from his division, made a demonstration at the river just above the railroad bridge.

February 1, the command moved forward in the direction of Rivers' Bridge, Ninth Illinois Mounted Infantry in the advance, skirmishing heavily with the rebel cavalry. We moved forward rapidly to Whippy Swamp, which we found very badly obstructed by fallen timber, and bridges (five in number) destroyed, with about 200 yards of water at each end of causeway. The main body of rebel cavalry fell back in the direction of Whippy Swamp Post-Office, followed by the Ninth Illinois Mounted Infantry, supported by the Third Division. One company of rebel cavalry was posted behind a barricade on opposite side of Whippy Swamp, covering the causeway. They were quickly dislodged, and before 8 p. m. the road was entirely cleared of obstructions and bridges rebuilt. The First Division and a large portion of the train was moved over during the night. In consequence of the exceedingly bad condition of the roads, and the rapidity with which the advance moved, we found it impossible to bring up the rear (Fourth) division, which went into camp about five miles back. At daylight the following morning the Ninth Illinois Mounted Infantry, followed by the Third Division, moved up the west side of Whippy Swamp, with instructions to proceed to Angley's Post-Office, and thence to Rivers' Bridge. The balance of the command, First and Fourth Divisions, moved on up the river road, skirmishing heavily, but steadily driving the rebel cavalry up to Broxton's Bridge, where one regiment was left to engage the attention of the enemy across the Salkehatchie River. At this point the Ninth Illinois Mounted Infantry again rejoined us, and taking the advance drove the enemy three miles, making one splendid charge, in which

upon this and low flat swamp upon the opposite side of the river, beyond which the enemy was intrenched. We quickly laid a pontoon bridge about 500 yards below the old crossing, and out of sight and range of their artillery, over which General Mower passed his division, deployed and moved forward through the swamp, attacked the enemy and completely routed him with a loss of one caisson and several prisoners, our loss in this engagement being only 3 killed and 7 wounded. The Third and Fourth Divisions had gone into camp covering the rear. During the engagement the Third Division was moved up to the river, but before it became necessary to cross the enemy had been defeated. A pontoon bridge was immediately laid at the old crossing, the causeway repaired, &c., and the balance of General Mower's command, including his artillery, moved over during the night. The crossing of this river was second only in importance and the difficulties to be overcome to the crossing of the Salkehatchie. The night was exceedingly cold. The men and officers had to wade for near a mile through a dense swamp in water varying from two to four feet in depth, and remain all night without blankets or shelter of any description. The enemy's force stationed at this point consisted of about 1,000 infantry, one section of artillery, and a light force of cavalry, all belonging to General Stevenson's division, Lee's corps, Hood's army.

The Third Division moved over at daylight on the following morning and went into position on the right of the First Division. On the following morning the command moved forward at 7 a. m. The Ninth Illinois Mounted Infantry, having returned from Pocatoligo, took the advance. We first struck the enemy at a barricade about two miles south of the North Fork of the Edisto River and about three miles and a half from Orangeburg. They were quickly routed by our mounted infantry and pushed back to the river, where the enemy opened heavily with artillery. The cavalry was relieved by the Third Division and sent to the bridge about ten miles below, on the road to Kowe's Station, where they encountered the rebel cavalry on this side, forced them across, and burned the bridge. The skirmishers of the Third Division succeeded in working their way through the swamp to the river-bank. The large bridge had not been destroyed and our skirmishers covered it so completely that no one dare approach it in daylight; but after night they succeeded in burning it partially. General Force, having discovered a point on the river about one mile and a half below the bridge not covered by the enemy, was ordered to withdraw his command, which was relieved by the Fourth Division, and effect a crossing at that point. At daylight one section of the pontoon bridge was sent to General Force, who crossed the river, passed through a small swamp, and flanked the rebels and compelled them to evacuate in haste. General Smith, Fourth Division, immediately repaired the bridge and moved across, and, in connection with the Third Division, moved upon the town. Some of the rebel cavalry before leaving fired one of the public buildings, which communicating to others destroyed about one-half of the village. The Third Division destroyed two miles of the railroad track south of the town.

The command moved out at 7 o'clock on the morning of the 13th along the Orangeburg Branch Railroad, destroying the track thoroughly up to the State road, twelve miles, and thence we moved along the State road to a point fifteen miles and a half from Orangeburg. The Ninth Illinois Mounted Infantry moved along a road east of and parallel to the railroad to Saint Matthew's Post-Office. On the following morning the First Division and one brigade of the Fourth Division

moved along the State road to within one mile and a half of Sandy Run Post-Office. The Third Division moved along the railroad with instructions to destroy it up to the Congaree River. The Ninth Illinois, supported by one brigade of the Fourth Division, was sent to destroy the railroad bridge across the river. They met about 300 rebel cavalry on this side, drove them for several miles and across the river, compelling them to burn the bridge in their rear. On the following morning the command moved forward along the State road, in rear of the Fifteenth Army Corps, to Bates' Ferry road. The enemy, occupying a strong position on the Congaree Creek, had checked the Fifteenth Army Corps, which moved in on the road at Sandy Run Post-Office. We then moved by the settlement and plantation roads to Harnell's Branch, eight miles and a half from Columbia. One brigade of the Third Division was sent forward to secure the crossing over Congaree Creek at Taylor's Bridge. They were compelled to wade through several hundred yards of water before reaching the bridge, which they found destroyed. They crossed the stream, drove in the rebel pickets, and intrenched a position covering the crossing. During the night the bridge was rebuilt and a footing for infantry constructed, opening a route to flank the force in front of the Fifteenth Army Corps. On the following morning we moved forward at daylight, taking the most direct roads to Columbia, and meeting with no opposition we soon ascertained that the rebel army had during the night fallen back across the Congaree River, burning the bridge in their rear to prevent pursuit. We moved up to a point opposite the city and encamped, sending a strong skirmish line to the river in our immediate front. The enemy's sharpshooters kept up an exceedingly annoying fire from the opposite bank of the river, which compelled us to open upon them and the city with artillery. General Butler's cavalry division retreated across the Saluda River, burning the bridge, about 300 feet in length, after them. A pontoon bridge was laid across the Saluda River immediately below the old crossing, and the Ninth Illinois Mounted Infantry, supported by Second Division, Fifteenth Army Corps, drove the rebel cavalry across Broad River and made an unsuccessful effort to save the bridge. The enemy fired the bridge and opened upon them with artillery from the opposite bank.

On the following morning, February 17, the Fifteenth Army Corps having the right of way, we did not commence moving until 9.30 o'clock. While the Fifteenth Army Corps was laying a pontoon bridge across Broad River, about three miles above the city, Brig. Gen. W. W. Belknap, commanding Third Brigade, Fourth Division, crossed over the Thirteenth Iowa, Lieut. Col. J. C. Kennedy commanding, in a small flat boat that he had fitted up for the purpose, and, driving the rear guard from the city, entered and planted the Stars and Stripes upon both the old and new capitols. Our advance division (First) arrived in Columbia just after dark, and, passing through, encamped about one mile and a half north of the city. The Third and Fourth Divisions were placed in position on the left of the First. February 18, the Ninth Illinois Mounted Infantry and one brigade from First Division were assigned to provost-guard duty. The balance of the command moved out and encamped on the Charlotte and South Carolina Railroad, six miles from the city. Heavy details from each division were engaged in destroying the railroad from Columbia northwesterly nine miles. On the following morning the railroad was thoroughly destroyed up to a point fifteen miles from the city. On the 20th the command moved without opposition to Dako Station, seventeen miles north of the city.

Details were engaged in destroying the railroad up to this point, and on the following morning one brigade from each division was detached to move along and thoroughly destroy the railroad. The balance of the command moved, via Sandy Level Meeting-House, to a point where we again struck the railroad, five miles south of Winnsborough, at which place the detached brigades rejoined their divisions, having thoroughly destroyed the railroad up to this point. Early on the following morning heavy details were at work destroying the railroad up to Winnsborough, through which place the command moved and encamped at Poplar Springs.

On the 23d the command moved forward, and very soon struck the rear of the Fifteenth Army Corps at the pontoon bridge near Peay's Ferry, on the Wateree River. The rear of the Fifteenth Army Corps crossed the river at 3 p. m., followed by my command, the advance division (Fourth) of which arrived at Liberty Hill about dark. The First Division encamped at a creek about two miles and a half east of the river, and the Third Division was unable to get everything over before morning. The command moved at 7 a. m. on the following morning, via Russell Place and Patterson's Cross-Roads, to a point three miles east of the latter place, where the Fourth Division encamped. The First Division got up to Patterson's Cross-Roads and the Third to Russell Place. February 25, we moved at 7 a. m., via Quinlan's and Copeland's, and from there on the most direct road to Hough's Bridge, on Little Lynch's Creek. The advance division (Fourth) crossed and encamped about two miles east of the creek, the First Division on west side of creek, and Third Division at Copeland's. While the Fourth Division was crossing the water rose very rapidly, rendering it impossible to cross the First Division before daylight. During the night the First Michigan Engineers built a bridge about 250 yards in length across the creek.

February 26, in consequence of the heavy and constant rains for the past forty-eight hours the roads were in a very bad condition. The First Division was ordered to take the advance, but being unable to cross Lynch's Creek in time the Fourth Division moved forward, taking the most direct road to Young's Bridge, where we learned that two brigades of rebel cavalry had just passed, leaving the bridge, 270 feet in length, undestroyed. Here, however, we found the road [and] bottom lands adjoining overflowed for a considerable distance on each side, the water being from two to six feet in depth for a distance of about 200 yards on west and 1,500 yards on east side. One regiment of Fourth Division waded along the road and through the swamp to the high ground beyond, where they intrenched a strong position for the purpose of covering the crossing. The First Michigan Engineer Regiment was ordered to build a foot bridge along the side of the road and through the swamp, and heavy details were made to assist them in procuring lumber, &c. They worked all night and completed the foot bridge, about one mile in length, about daylight, over which the troops of the First Division passed. From information derived from citizens we were induced to believe that the water would fall so rapidly before morning that we would have no difficulty in crossing our trains along the road. The water fell about eighteen inches during the night, but not sufficient to allow the trains to pass, in consequence of which we were compelled to construct a wagon road through the overflowed fields and swamp about one mile and a half in length. About 2,500 men were engaged upon the work, and completed 850 feet of bridging and 7,000 feet of corduroyed road on stringers before 5 p. m., over which the

re command moved that night and the following morning, when we again moved forward in the direction of Cheraw. When within thirteen miles of the city we received an order from Major-General Howard to proceed no farther than McDonald's Cross-Roads, but having already passed that point we selected a strong defensible position and intrenched our entire camp.

On the following day we remained in position awaiting the arrival of the balance of the army. One brigade, under the personal command of Major-General Mower, was sent on a reconnaissance in the direction of Cheraw. They encountered the enemy in strong force at the crossing of the Chesterfield and Society Hill road, developed their position, and withdrew. About 10 o'clock on the following morning we received an order direct from General Sherman, who was with the Left Wing, to move upon Cheraw. The command was ordered to move at 12 m. At 2 a. m. we received an order from General Howard not to move from our present position until the Fifteenth Army Corps could get up within supporting distance; in consequence of which order we concluded not to move until morning, and in the meantime notified General Howard of the order from General Sherman. The command moved forward about daylight to the cross-roads, where we deployed an infantry skirmish line and moved rapidly forward in the direction of Cheraw. Supposing the enemy to be in force and occupying a strong position on Thompson's Creek, the Ninth Illinois Mounted Infantry was sent to ascertain the practicability of crossing Thompson's Creek north of Bear Creek. They reported all bridges burned and crossing impracticable. They were then ordered to report to Colonel Williams, of the Twelfth Indiana Regiment, Fifteenth Army Corps, who had been placed in command of an expedition, consisting of all the mounted men of the Right Wing, to be sent to Florence, S. C. The enemy was first met in strong force at an admirably selected position on the west side of Thompson's Creek, where they had built a strong and extensive line of earthworks. Our skirmishers quickly drove them from this position and across Thompson's Creek, saving the bridge, which they had already destroyed. In consequence of the abandonment of this strong line we were convinced that the main body of the army was retreating. We skirmished heavily, and drove them rapidly through Cheraw, using artillery upon them with effect, to and across the Pedee River, but were unable to save the bridge, it having been previously prepared for burning by covering it with resin, turpentine, &c., and was already in flames when our advance reached it. Our captures at this point consisted of 25 pieces of field artillery, 16 limbers complete, 16 caissons complete, 5,000 rounds of artillery ammunition, 20,000 rounds of infantry ammunition, 2,000 stand small-arms, 1,000 sabers, and a large amount of material for the manufacture of fixed ammunition. Also immense amount of tools belonging to the ordnance and machine shops; 1 locomotive, 12 to 15 cars, and thousands of bales of cotton, nearly all of which was destroyed before leaving the town.

On the following day the First Missouri Engineers laid a pontoon bridge over the Pedee River immediately below the old crossing, which was finished at 3 p. m. Major-General Mower's (First) division commenced crossing. He encountered the rebel cavalry with artillery but drove them a short distance out; in consequence of which the Third Division was ordered to follow him as soon as practicable. This order was afterwards changed, and one division of Fifteenth Army Corps ordered to follow the First Division, Seventeenth Army Corps; after which our entire command moved across the river and encamped about three

Bridge and thence down the river road to within about three miles of the Wilmington and Weldon Railroad, and on the following morning moved across the Neuse River into Goldsborough.

For more detailed statements I respectfully refer to reports of division commanders. A tabulated return is appended.

I cannot close this report without calling the attention of the commanding general to the efficiency displayed by my division commanders. Maj. Gen. J. A. Mower, commanding First Division, is deserving of great praise for the skill shown in crossing the Salkehatchie, South Edisto, and Pedee Rivers. Brig. Gen. M. F. Force, commanding Third Division, at the North Edisto displayed his usual ability, and Bvt. Maj. Gen. G. A. Smith, at Broxton's Bridge, on the Salkehatchie, and at Fayetteville, deserves special mention. I desire specially to mention Lieut. Col. S. T. Hughes, commanding Ninth Illinois Mounted Infantry. He, with his command, made several brilliant charges on the enemy, and was always ready for any service required. To Lieutenant-Colonel Hickenlooper, assistant inspector-general, of my staff, a brave and gallant officer, my thanks are due for the efficient manner in which he performed any duty required. Lieut. Col. D. T. Kirby, Twenty-seventh Missouri Volunteers, of my staff, was wounded in a charge on the enemy at Salkehatchie River and was taken to the rear. By this accident I lost the services of a gallant and efficient officer. Capt. C. Cadle, jr., adjutant-general, on my staff, deserves great praise for the manner in which he has discharged the duties of that most important and responsible position, and I have recommended him for promotion to the rank of lieutenant-colonel on account of the ability, zeal, and fidelity which he has displayed. To all of my staff I am indebted for their cheerful and prompt discharge of duty in the several positions held by them.

Respectfully,

FRANK P. BLAIR, JR.,

Major-General, Commanding Seventeenth Army Corps.

Capt. A. M. VAN DYKE,

Asst. Adjt. Gen., Army and Department of the Tennessee.

Appendix A.

Consolidated report of mechanical work as performed by the pioneer corps of the Seventeenth Army Corps, Army of the Tennessee, during the campaign from Pocotaligo, S. C., to Goldsborough, N. C., from January 30, 1865, to March 24, 1865.

Description of work done.	First Division.	Third Division.	Fourth Division.	Total.
Corduroy built.....yards.....	13, 135	24, 753	32, 975	70, 863
Bridges built.....do.....	133	303	430	875
Rafting prepared.....do.....	190			190
Side roads cut.....do.....	25, 980	53, 836	17, 675	97, 491
Obstructions of fallen timber cleared.....do.....	150	650	150	950
Infantry foot bridges.....do.....				1 760
Half-destroyed bridges repaired.....number.....				11
Batteries built a.....do.....	6	2	5	13
Breast-works built.....yards.....	5, 066	4, 140	3, 505	12, 741
Railroad track destroyed.....do.....	27, 280	25, 440	35, 200	87, 920
Railroad culverts destroyed.....number.....	8	7	8	23
Trestle-work destroyed.....yards.....			300	300
Cars destroyed.....number.....			3	3
Car wheels destroyed.....pairs.....	150			150

a Containing in all forty-seven embrasures.

Appendix B.

Consolidated report of forage consumed and animals captured on the march from Savannah, Ga., to Goldsborough, N. C., by the Seventeenth Army Corps.

Command.	Horses.	Mules.	Corn.	Hay.	Oats.	Fodder.
			Pounds.			
Headquarters:						
Drawn from depot.....						
Captured.....	60	40	75, 460			
First Division:						
Drawn from depot.....				3, 400	32, 880	
Captured.....	585	864	575, 364			686, 700
Total.....	585	864	575, 364	3, 400	32, 880	686, 700
Third Division:						
Drawn from depot.....					325, 000	
Captured.....	400	600	1, 381, 860			1, 000, 000
Total.....	400	600	1, 381, 860		325, 000	1, 000, 000
Fourth Division:						
Drawn from depot.....			130, 622	196, 023	345, 225	
Captured.....	287	452	270, 000			432, 000
Total.....	287	452	400, 622	196, 023	345, 225	432, 000
9th Illinois Mounted Infantry:						
Drawn from depot.....					8, 710	
Captured.....	40	10	250, 000			200, 000
Total.....	40	10	250, 000		8, 710	200, 000
Lieut. M. F. Swortscope, acting assistant quartermaster:						
Drawn from depot.....					10, 500	
Captured.....	1	5	13, 320			28, 200
Total.....	1	5	13, 320		10, 500	28, 200
Aggregate.....	1, 373	1, 971	2, 690, 726	196, 423	722, 345	2, 346, 900

Appendix C.

List of casualties, Seventeenth Army Corps, during the campaign from Savannah, Ga., to Goldsborough, N. C.

Command.	Killed.	Wounded.	Missing.	Aggregate.
First Division.....	29	206	55	290
Third Division.....	2	14	20	36
Fourth Division.....	5	28	12	45
9th Illinois Mounted Infantry.....	2	4	4	10
Company G, 11th Illinois Cavalry.....			3	3
Total.....	38	252	94	384

There were captured 380 prisoners of war and 162 deserters.

ADDENDA.

HDQRS. DEPARTMENT AND ARMY OF THE TENNESSEE,
Near Rivers' Bridge, S. C., February 5, 1865.

Maj. Gen. F. P. BLAIR,
Commanding Seventeenth Army Corps:

GENERAL: Allow me to congratulate you on the success achieved by your command in breaking the line of the Salkehatchie. The enemy chose a position of incomparable strength and met us at every crossing with defiant boldness. Your First Division, under Major-General

The entire casualties during the campaign have been 12 killed, 40 wounded, 20 missing in action, and 5 captured while foraging; 3 have deserted.

After having a little rest the regiment will be in fine condition for further service.

Very respectfully, your obedient servant,

F. H. WEST,
Colonel, Commanding Regiment.

Capt. ALFRED E. LEE,
Actg. Asst. Adjt. Gen., Third Brig., First Div., 20th Corps.

HEADQUARTERS THIRTY-FIRST WISCONSIN VOLUNTEERS,
Near Washington, D. C., May 27, 1865.

CAPTAIN: In pursuance of Circular 112, brigade headquarters, 26th instant, I have the honor to make the following report of operations of this regiment since leaving Goldsborough, N. C.:

The regiment marched from Goldsborough April 10, 1865, on Raleigh road, in northwestern direction. About 12 m. on this day, and after marching, say twelve miles, the First Division leading, encountered a small force of the enemy. The regiment was here formed in line of battle, with the brigade, and moved forward across an extensive plantation. After some skirmishing with the enemy by the troops in advance they retired without engagement. Nothing of interest occurred on march to Raleigh, where the regiment arrived on the 13th of April. The regiment remained in camp near Raleigh until April 25, when it marched to Jones' Cross-Roads, about thirteen miles southwest of Raleigh. The regiment remained here until the 28th of April, when, Johnston having surrendered to General Sherman, it returned to Raleigh. On the 30th of April the regiment left Raleigh on march homeward, and on the 9th of May arrived in vicinity of Manchester, Va.

May 11, the regiment marched toward Alexandria, Va., passing through the city of Richmond this day, arriving in the vicinity of Alexandria on the 19th instant. Here the regiment remained in camp till the 24th instant, when it marched through Washington, D. C., in review, to its present [encampment].

I have no casualties to report in the regiment since leaving Goldsborough, N. C.

I am, sir, very respectfully, your obedient servant,

F. H. WEST,
Colonel, Commanding Regiment.

Capt. A. E. LEE, A. A. A. G., 3d Brig., 1st Div., 20th Army Corps.

No. 154.

Reports of Bvt. Maj. Gen. John W. Geary, U. S. Army, commanding Second Division, of operations January 19-March 25 and April 10-May 24.

HEADQUARTERS SECOND DIVISION, TWENTIETH CORPS,
Goldsborough, N. C., March 26, 1865.

COLONEL: I have the honor to submit the following report of the operations of this division from December 21, 1864, the date of the occupation of Savannah, until March 24, 1865, when we reached Goldsborough:

From the 21st of December, 1864, until the 19th of January, 1865, this command was encamped in the city of Savannah performing garrison

duty. On the 19th it was relieved by General Grover's division, of the Nineteenth Corps, which then arrived from the Army of the Shenandoah. At this time the other divisions of the corps had crossed the river at Savannah and advanced as far up on the other side as Puryburg. I was under orders to follow as soon as possible. Very heavy rains set in on the 19th and lasted night and day until the 23d, overflowing the country on both sides of the river, and rendering the roads impassable either for troops or trains. I was therefore directed to wait further orders. January 24, the storm ceased and the weather grew clear and cold. January 25, clear, freezing weather; received orders to march to-morrow toward Sister's Ferry, following the Fourteenth Corps; later in the day the order was countermanded and I was directed to report for special instructions to Major-General Slocum, commanding Left Wing. January 26, weather continued clear and very cold; received orders to march at 8 a. m. to-morrow by the route indicated in the previous order.

My division at the opening of this campaign was organized as follows: First Brigade, Bvt. Brig. Gen. A. Pardee, commanding: Fifth Ohio Veteran Volunteers, Lieut. Col. R. Kirkup; Twenty-ninth Ohio Veteran Volunteers, Capt. J. Schoonover; Sixty-sixth Ohio Veteran Volunteers, Lieut. Col. E. Powell; Twenty-eighth Pennsylvania Veteran Volunteers, Col. John Flynn; One hundred and forty-seventh Pennsylvania Veteran Volunteers, Lieut. Col. John Craig. Effective strength of brigade: Officers, 68; enlisted men, 1,777.

Second Brigade, Col. G. W. Mindil, commanding: Thirty-third New Jersey Volunteers, Lieut. Col. E. Fourat; Seventy-third Pennsylvania Veteran Volunteers, Capt. S. D. Miller; One hundred and ninth Pennsylvania Veteran Volunteers, Capt. William Geary; One hundred and nineteenth New York Volunteers, Col. J. T. Lockman; One hundred and fifty-fourth New York Volunteers, Lieut. Col. A. H. Jackson; One hundred and fifty-fourth New York Volunteers, Maj. L. D. Warner. Effective strength of brigade: Officers, 72; enlisted men, 1,145.

Third Brigade, Bvt. Brig. Gen. H. A. Barnum, commanding: Sixtieth New York Veteran Volunteers, Capt. A. B. Shipman; One hundred and second New York Veteran Volunteers, Lieut. Col. H. S. Chatfield; One hundred and thirty-seventh New York Volunteers, Maj. M. B. Eldredge; One hundred and forty-ninth New York Volunteers, Capt. H. N. Burns; Twenty-ninth Pennsylvania Veteran Volunteers, Maj. G. E. Johnson; One hundred and eleventh Pennsylvania Veteran Volunteers, Lieut. W. J. Alexander. Effective strength of brigade: Officers, 92; enlisted men, 1,654.

Total effective strength of division: Officers, 261; enlisted men, 8,611.

My entire train comprised 159 army wagons and 33 ambulances. Thirteen pack-mules were allowed to each regiment. Other pack-mules, headquarters, &c., 13; total pack train, 234 mules.

My supply train was loaded as follows:

	Days' rations.
meat	3
bread	15
.....	30
.....	15
.....	30
.....	15
.....	10

This included three days' rations carried in haversacks. My wagons contained seven days' forage for animals.

num's brigade with Stephens' battery of artillery to occupy and hold Lexington, and went myself with General Barnum. A large force of the enemy's cavalry was reported in sight in and around Lexington. On reaching a hill overlooking the town and within easy artillery range of it, I posted my artillery and advanced the skirmish line. The rebel cavalry retired before us and the town was occupied and held by Barnum's brigade without any opposition. Cold rain all day, freezing as it fell, along the route of march; country hilly; soil poor and sandy; population, poor whites and very few of them; distance, eleven miles and a half. Lexington, the county seat of the district, is quite a pretty place. Private property was strictly protected while my troops occupied it and no houses were burned.

February 16, my division in the rear, covering the entire trains of the corps, moved at 10 a. m. on the Two-Notch road toward Columbia, following the other divisions which had advanced disencumbered; crossed the newly projected railroad from Columbia to Graniteville, on which the rebels had until within a few days been working a very large force of negroes; my troops captured a large quantity of shovels and pickaxes yesterday on this road near Lexington. At the point where we crossed this railroad the Two-Notch road enters the road from Lexington to Columbia, on which we advanced and found the corps encamped within four miles and a half of Columbia; roads hilly, but generally good; soil and inhabitants both poor; water in this region scarce; distance, seven miles. February 17, my division in the center, following the First Division, marched at 9 a. m. to Leaphart's Mill, on Twelve-Mile Creek; there we found the Fourteenth Corps marching toward the Saluda River, and encamped with the rest of our own corps, while the Fourteenth Corps, Kilpatrick's cavalry, and our wagon trains were to push forward and cross the Saluda at Hart's Ferry during the night, if possible. Two corps of the rebel Army of the Tennessee (Cheatham's and S. D. Lee's) were reported to be to-day beyond Lexington, moving across the Saluda River; the aggregate force of the two corps is estimated at from 5,000 to 8,000; distance, five miles. February 18, moved forward early in the morning, but were detained by the trains ahead from crossing the pontoon bridge at Hart's Ferry until 11 a. m.; crossed the river and moved forward in advance of the corps, following the route of the Fourteenth Corps toward Freshly's Mill, which is on Broad River, near the mouth of Wateree Creek, at which point the Left Wing was to cross; encamped at 4 p. m. at Raven-croft's Mill, the wagon train of the Fourteenth Corps being parked a mile ahead; weather delightful; roads generally good; country very hilly and well farmed; north of the Saluda the soil changes to a slaty clay, with quantities of silex and occasional granite boulders; it is well watered with running streams; distance, eight miles.

February 19, my division in rear, moved at 2 p. m. Following the Alston road two miles, we turned to the right on the road leading to Freshly's Mill, sending Mindil's brigade one mile and a half up the Alston road to hold it. Half a mile beyond the divergence of the road I found the First Division trains in park, moving out very slowly by a made road through the woods. Parked my train, waited two hours for the trains preceding, and then took the main road to Freshly's Mill over which, by considerable corduroying, my trains moved without difficulty. Encamped in line faced to the rear on the right of the First Division, my right resting on the river near the mill. Weather warm and pleasant; country of the same character as on yesterday's march; roads good generally, but very miry for two miles before reaching the

river; distance, five miles. February 20, my division in the center marched at 2 p. m., following the First Division; crossed Broad River on a long pontoon bridge at Freshly's Mill and moved forward toward Winnsborough. A short distance from the river we crossed the Abbeville railroad, which is a cheap structure of stringer track and strap rail. Following a very miry and unfrequented road through woods and fields, we forded Little River, a deep, rapid stream thirty yards in width, and at Colonel Gibson's house entered a main road to Winnsborough. Here, turning to our left, we moved forward on this road, which we found an excellent one, through a very hilly country, and encamped within nine miles of Winnsborough. The country on our route to-day was a rich one, and forage and supplies were plentiful. The soil was a good, rich loam, with subsoil of yellow or red clay; distance, seven miles. February 21, the division in advance, disencumbered, marched at 6.30 a. m. toward Winnsborough, which we reached without opposition at 11 a. m. When within two miles of the town I saw heavy smoke arising from it, and double-quickened my two advance regiments in order to reach it in time to arrest the conflagration. This we effected with much labor, my troops performing the part of firemen with great efficiency. About one square was burned before the fire could be arrested. A large number of foragers from various corps were found in the town. These were sent to their commands, and Brevet Brigadier-General Pardee, with his brigade, was directed to occupy the town, while my two other brigades commenced destroying the railroad northward, three miles and a half of which they destroyed most effectually during the afternoon, burning the ties and other timbers and twisting every rail. Winnsborough is a pretty town of about 2,500 population, the seat of justice for Fairfield District. Among its residents were many refugees from Charleston. The surrounding country is well farmed and furnished abundance of supplies, which were brought in by our foraging parties; distance to-day, nine miles.

February 22, my Second and Third Brigades continued destroying the railroad track toward White Oak Station. Pardee's brigade remained on duty in Winnsborough until the rear of the army had passed through at 4.30 p. m., when we left the town by the road toward Rocky Mount Post-Office. During our occupation of Winnsborough the best of order was preserved and private property protected. Lieut. Gen. Wade Hampton, commanding the enemy's cavalry forces, had left with the mayor a note pledging his word that any men of our army who might be left in the town as safeguards after the departure of the main forces should be protected from arrest or injury if overtaken by any of his troops. At the urgent request of the mayor and citizens I left two mounted men from my provost guard. The citizens of the town, after our departure, organized themselves under these two men, drove out a few stragglers from our army who came into the place, and preserved good order and security in the town until a detachment of Butler's rebel cavalry entered the town the next morning, who showed my men every courtesy in their power. When the two guards left the people of the town crowded around them to express their gratitude. The men rejoined me safely the next morning.

The incident was a very remarkable one in the midst of such a campaign as that of our army through South Carolina. After leaving Winnsborough I marched with Pardee's brigade to Wateree Church, where, according to orders sent to them, my Second and Third Brigades joined me. There we encamped for the night, near Morgan's division, Fourteenth Corps. The amount of railroad track thoroughly destroyed

north of Winstonsborough by my Second and Third Brigades was seven miles and a half; distance to-day, seven miles. February 23, marched at 6.30 a. m.; passed through Morgan's camp, and two miles beyond Wateree Church took the right-hand road for Rocky Mount Post-Office, on Catawba River, which we reached at 3 p. m. There I found the train of the First Division crossing on a pontoon bridge, the troops of both the other divisions having crossed early in the day. This river crossing was one of the most difficult imaginable. The river was 250 yards wide and spanned by a single pontoon bridge. At the end of the bridge the steep, narrow road wound up a very high hill, which the trains after crossing ascended with great difficulty and only by the assistance of the troops. The soil everywhere was treacherous, and the roads were deep and miry. At 5.45 p. m. my command began to cross. A cold rain had set in, the night was very dark, and the roads became almost impassable, requiring continual repairs. All of my troops were distributed along the train to push the wagons through, which gave about twelve men to each wagon. By 10 p. m. my train had crossed, excepting eighty-five wagons, fifty-five of which were a portion of the cavalry train under my charge. At that hour General Kilpatrick was ordered to cross with his cavalry division. The troops and trains then over encamped three miles from the river on the road toward Hanging Rock Post-Office. Heavy rain continued during the night; distance to-day, seventeen miles. The day's work was an excessively fatiguing one.

February 24, at daylight I went to the bridge and gave my personal supervision to crossing the remainder of my trains, which were all over by 10 a. m. The entire road after leaving the river became impassable, and my troops corduroyed it, using for the purpose, wherever they were at hand, the rail fences, in other places cutting pine saplings and other timber. At 9 a. m. moved forward two miles; there was delayed by the trains preceding me until 4 p. m., when we again moved forward two miles and encamped with the rest of the corps at a point where the Seventeenth Corps, having taken the wrong road, crossed our route. We corduroyed the entire road on which we marched to-day, the soil being of a quicksand nature. The rain continued all day, growing very cold toward night; distance, four miles. February 25, remained in camp, the Seventeenth Corps occupying the entire day in moving out of the road of our corps. Cold; heavy rain continued until midnight. February 26, my division in the center marched at 7 a. m., following the Third Division, and having in my charge the trains of that division and my own. For three miles, to Russell Hill, we moved on the road taken yesterday by the Seventeenth Corps. At that point we diverged to the left, and at 1.30 p. m. reached Hanging Rock Post-Office, where we encamped. The weather to-day was warm and clear. Two-thirds of the road had to be corduroyed for our trains. In most places fence rails were abundant, and were quickly brought into requisition. The surface of the country since leaving Catawba River is a crust with quicksand underneath. Wagons and animals everywhere except on the corduroy broke through the crust to the depth of three feet or more. Hanging Rock Post Office is near a creek of the same name. Near the ford where the main road crosses is a large projecting rock on the hill-side overhanging the stream, and giving it its designation. The place is noted as the scene of one of the minor conflicts of the Revolution, with which this State abounded in the days of Marion, Sumter, Cornwallis, and Tarleton; distance to-day, nine miles. February 27, weather warm, threatening rain. At 2 p. m. crossed

Hanging Rock Creek by a good ford with smooth, rocky bottom, and encamped two miles beyond on Ballings' farm. The soil continues treacherous and full of quicksands; distance, three miles. February 28, at 6.30 a. m. marched disencumbered in advance of the corps toward Little Lynch's Creek, which we crossed on a good bridge, and encamped at noon near Clyburn's Store. My division, in the advance, corduroyed a great part of the road for the trains. This work was necessary, even where the road seemed to be solid, for in most places it was only a crust with substratum of quicksand and water. Since leaving Catawba River I had organized for each brigade a force of mounted foragers under good officers, it being found impracticable in this thinly settled and poorly farmed region to feed the command by infantry details. These foragers to-day took possession of the mills on Big Lynch's Creek, twelve miles in advance, and furnished the command with several days' supply of meal by collecting the corn and grinding it in these mills. They also seized several bridges on the same creek, and received orders from me to hold them until the main columns arrived; distance to-day, eight miles.

March 1, my division in rear, moved at 11.40 a. m.; crossed Big Buffalo Creek, and farther on, Lynch's Creek, where we found a good bridge at Miller's Mill. Slight rain all day. The roads, generally, were good. At the hills bordering on the creeks we had considerable corduroying to make. The country was poor, with sandy soil, and thinly settled by "poor whites;" distance, twelve miles. March 2, division in rear, following the Third Division train, moved at 9.30 a. m. by a road running due east, and intersecting at Johnson's farm with the main Camden and Chesterfield road. At Big Black Creek, which we reached at noon, I found the trains of both the preceding divisions in park, awaiting the construction of a bridge. Here toward evening I received orders from Major General Slocum to encamp for the night; also learned that the First Division was already in occupation of Chesterfield Court-House, fourteen miles distant. The roads to-day were generally good. The weather continued cold and rainy, the country barren and thinly populated; distance, six miles. March 3, marched at 6.30 a. m. Was delayed an hour repairing the bridge over Big Black Creek, which was in very bad condition. At Big Black Creek, which we reached at 9.30 a. m., I found the trains of the Third Division not yet out of their park of last night. At 10.30 o'clock we crossed Little Black Creek, farther on Smith's Mill Creek, and at 1 p. m., at a little stream two miles beyond, found the Third Division trains again parked. At 2 p. m. moved forward again, being delayed frequently during the afternoon by the trains preceding. The road from Smith's Mill Creek to Chesterfield was in very bad condition and we had to corduroy a great part of it. Reached Chesterfield Court-House at 9 p. m. and encamped with the other divisions of the corps. Weather to-day, showery, clearing off toward night. Some of my foragers to-day went as far north as Wadesborough, N. C., from which they were driven by the rebel cavalry; distance, fifteen miles. March 4, my division in the center, covering my trains and those of the leading division, marched at 7 a. m.; crossed Abram's Creek, Little Westfield and Big Westfield creeks, and encamped near Sneedsbrough, covering the plank road which runs from Wadesborough to Cheraw. The roads were of the worst description, the entire surface of the country being quicksand, which had to be corduroyed. Country poor and thinly settled, yet our foragers brought in abundant supplies, mostly from the regions between Wadesborough and Wadesborough; distance, ten miles. March 5, remained in

No. 211.

Reports of Capt. Thomas S. Sloan, Battery E, Pennsylvania Light Artillery, of operations January 27-March 24 and April 10-May 26.

HDQRS. INDPT. BATTERY E, PENNSYLVANIA ARTY.,
Near Goldsborough, March 25, 1865.

LIEUTENANT: I have the honor to report the following operations of this battery during the campaign just ended:

Battery left Savannah, Ga., January 27, marching with Second Division on road toward Augusta; arrived at Sister's Ferry January 29, and remained in camp until February 4, awaiting the completion of the bridge over the Savannah River.

Crossed the river on morning of February 4 and marched via Robertsville, Lawtonville, and Duck Branch Post-Office, joining the other divisions of the corps on the 10th at Blackville, on Central [South Carolina] Railroad. Continued our march over South and North Forks of Edisto, crossing Saluda River six miles above Columbia on the 18th and Broad River on the 20th. Encamped at Winnsborough on the 21st. Crossed Catawba River on the 23d and took the road via Hanging Rock to Chesterfield Court-House, where we arrived on March 2.

Our march was continued over Pedee River at Cheraw, and thence to Fayetteville, where we encamped on the evening of the 11th. Had one man wounded on the 11th while out with foraging party near Fayetteville. Marched from Fayetteville with Second Division on the 15th in charge of corps wagon train. Six men of the battery were captured by the enemy on the 16th while out with foraging detail of Second Division. Rejoined the corps on morning of March 20, but too late to take any part in the action. Marched thence on the 22d and arrived at Goldsborough on the 24th.

No ammunition was expended by the battery during the campaign. On the march both men and animals have been subsisted off the country. We have consumed in all 75,000 pounds of corn and 50,000 pounds of fodder. The men have consumed about 4,000 pounds of flour, 2,000 pounds of corn meal, and 2,000 pounds of potatoes, with probably 5,000 pounds of ham or bacon and 3,000 pounds of fresh meat. But few animals were captured and those mostly of an inferior kind. Ten horses and fifteen mules sum up the number taken by this command, and the same amount was turned over to quartermaster's department from our worn out stock.

Recapitulation: John Drew, wounded March 11; William C. Taylor, W. R. Canham, Samuel Cowley, Wellington Stewart, James D. Walker, and Robert McChesney, captured March 16. Horses taken, 10; mules taken, 15. Consumed: Corn, 75,000 pounds; fodder, 50,000 pounds; flour, 4,000 pounds; corn meal, 2,000 pounds; potatoes, 2,000 pounds; ham and bacon, 5,000 pounds; fresh meat, 3,000 pounds.

Very respectfully, your obedient servant,

THOS. S. SLOAN,
Captain.

Lieut. W. H. MICKLE,
Actg. Asst. Adjt. Gen., Arty. Brig., 20th Army Corps.

HDQRS. INDPT. BATTERY E, PENNSYLVANIA ARTY.,
Near Washington, D. C., May 26, 1865.

LIEUTENANT: I have the honor to submit the following report of operations of this battery since leaving Goldsborough, N. C.:

Battery marched from Goldsborough on morning of April 10. Encountered mounted parties of the enemy in small force about eight miles from town and continued skirmishing with them throughout the day. Expended sixteen rounds of ammunition. Moved on to Raleigh, which we entered on the 13th, with nothing of importance to note. Up to this men and animals were subsisted to a certain extent off the country. We captured probably 100 pounds of bacon and the same amount of flour and corn meal. The forage taken was so small an amount that no mention of the same is necessary. We remained in the vicinity of Raleigh until April 30, when the line of march was taken up for Richmond, near which we arrived on the 8th of May.

The march was resumed on the 10th, passing through Richmond and coming, via Hanover Junction, Spotsylvania, &c., to Alexandria, where we encamped on the afternoon of the 19th. A large number of the animals were worn out and died on the march, owing to the small amount of forage obtained and the rapidity of the marching. The total number so lost since leaving Raleigh amounts to twenty-five.

I have no casualties to report during the different marches.

Recapitulation: Ammunition expended, 16 rounds; horses lost, 25.

Very respectfully, your obedient servant,

THOS. S. SLOAN,
Captain Independent Battery E, Pennsylvania Artillery.
Lieut. EDWARD HAMMANN,
Actg. Asst. Adjt. Gen., Artillery Brigade, 20th Army Corps.

No. 212.

Report of Bvt. Maj. Gen. Judson Kilpatrick, U. S. Army, commanding Third Cavalry Division, of operations January 28-March 24.

HDQRS. CAVALRY COMMAND, ARMY OF INVASION,
Mount Olive Station, N. C., April 5, 1865.

MAJOR: I have the honor to submit the following report of the part taken by my command in the recent campaign through the Carolinas, up to the occupation of Goldsborough:

On the morning of the 28th of January, in accordance with instructions from the general-in-chief, I left my encampment on the Ogeechee, and after one of the most difficult marches reached Sister's Ferry January 30. Went into camp and here remained till February 3, when the bridge over the Savannah having been completed we crossed; passed the swamp beyond and encamped on firm ground about Robertsville, S. C. My command consisted of three brigades of cavalry, differently mounted, badly armed; one battery of horse artillery, six guns, Captain Beebe commanding, and a small brigade of dismounted men under the command of Lieutenant-Colonel Way; in all, 5,068 men on duty. Notwithstanding the many disadvantages under which we labored, by moderate marches at first and great care of the animals the command improved from day to day, and on reaching Goldsborough

was without question, despite the long and difficult marches, numerous skirmishes, affairs, and battles, in better condition than at the commencement of the campaign.

From Robertsville my command moved to Lawtonville, thence to Allendale. After pushing well in toward Augusta, driving a brigade of rebel cavalry before us, I turned short to the right and struck the Salkehatchie just below Barnwell. The enemy, about 300 strong, occupied a well-chosen position behind earth-works upon the opposite side, commanding the bridge. The bridge was already on fire, but the Ninth Ohio Cavalry, Colonel Hamilton, Ninety-second Illinois Mounted Infantry, Lieutenant-Colonel Van Buskirk (dismounted), gallantly dashed through the swamp, men wading in the water up to their armpits, crossed the stream on trees felled by our pioneers, and, under cover of a rapid fire of artillery, gallantly carried the works, driving the enemy in confusion toward the town of Barnwell. Only a portion of the bridge had been destroyed and was quickly repaired, and we entered the town of Barnwell at 4 p. m., having marched twenty-one miles. The following morning struck the railroad at Blackville, driving a brigade of Wheeler's cavalry from the town. My advance was engaged alone with the enemy at this point. It was a very spirited affair, in which Colonel Jordan, Captain Estes, my assistant adjutant-general, and Captain Northrop greatly distinguished themselves. Here the command rested on the road, destroying track during the 7th and 8th, and on the evening of the 8th moved up the road in the direction of Augusta to Williston Station. After posting pickets on the various roads leading from the town, and before going into camp, an attack was made upon Colonel Spencer's command, holding the direct road to Augusta. I directed this officer to move out at once with his brigade and feel of the enemy and ascertain his strength. A spirited fight ensued, in which six regiments of Major-General Allen's division, of Wheeler's cavalry—First, Third, Seventh, Ninth, Twelfth, and Fifty-first Alabama—were totally routed. Colonel Spencer alone conducted the fight, displaying much skill and great gallantry. Several hundred stand of arms were abandoned by the enemy and left scattered along the road. One officer and many men were killed and a large number wounded. Several prisoners were taken. Colonel Spencer pressed the enemy so close for a distance of seven or eight miles that he was finally forced to leave the road and scatter through the woods and swamps in order to escape. Colonel Spencer brought back as trophies from the fight five battle-flags. I remained at this point till 10 a. m. the following day, one-third of my entire command being employed destroying track. Some three miles were effectually destroyed, together with the depot and two cars.

February 9, moved to Windsor and thence to Johnson's Station, destroying portions of the railroad. Up to that point I had moved from Blackville in such a manner and had so maneuvered my troops as if I was the advance of the main army moving on Augusta. On the morning of the 11th I found that the movement was a success. Wheeler had left the Edisto unguarded, uncovered Columbia, and by marching all day and night reached Aiken at daylight on the morning of the 11th with his entire command. To make certain of this, General Atkins, commanding brigade, was directed to move out of my works at Johnson's Station and make a reconnaissance in the direction of Aiken. His advance, without opposition, entered the town and a moment afterward was most furiously attacked by Wheeler's entire command. General Atkins fell back, fighting gallantly, disputing every foot of

ground, to my position at Johnson's Station, giving me sufficient time to make all necessary dispositions to check the enemy's farther advance. At 11 a. m. Wheeler, with one brigade, feinted upon my left flank and charged, mounted, with his entire command. He was handsomely repulsed with a loss of 31 killed, 160 wounded, and 60 taken prisoners. He made no further attack, but fell back to his old position at Aiken. I remained at this point, destroying track as usual, and constantly demonstrating in the direction of Augusta, till the night of the 12th, when I left Wheeler's front, crossed the Edisto at Guignard's Bridge, and encamped four miles beyond, picketing the Edisto as high up as Pine Log Bridge against Wheeler's cavalry. February 14, encamped on the south bank of the North Edisto; crossed on the 15th; moved well in on the left of the Fourteenth Army Corps, marching parallel with it and struck the Lexington and Augusta road, or what was called in the country the Two Notch road, northwest of and nine miles distant from Lexington. Only some 1,500 of Wheeler's cavalry had passed upon the road in the direction of Columbia. The majority of his command, together with Cheatham's corps, which had been marching for Columbia, was intercepted.

On the 17th crossed the Saluda River; moved north; found that Wheeler had crossed the Saluda and was moving for the railroad bridge over Broad River at Alston. Marched all day the 18th parallel to Cheatham's corps, rebel infantry, and at some points not over three miles distant. A bad stream alone prevented me from striking him in the flank. He had crossed the Saluda fifteen miles above Lexington Court-House, and was now moving northeast, in the direction of Newberry. I struck the railroad at Pomaria Station, destroying a portion of the track, the depot, and burned several bridges from that point to Broad River. I reached Alston, on Broad River, on the evening of the 18th, and here remained in camp till the evening of the 19th, when I crossed Broad River, and on the evening of the 20th reached Monticello. Found that Wheeler had already crossed the river and was moving north to Chesterville. From Monticello my command moved to Springfield Post-Office, on the Columbia and Charlotte Railroad, and demonstrated strongly in the direction of Chesterville until the main army had secured a crossing over the Wateree River, then drew off across the Wateree and moved to Lancaster, and again strongly demonstrated in the direction of Charlotte. Here it was found that Hampton's and Wheeler's combined forces were in my front. By demonstrations and feints, communications, and a well-timed interview with Major-General Wheeler, the enemy was not only deceived as to our real movements, but the deception was kept up for several days, and it was not until our army had crossed Lynch's Creek and the advance had actually reached Chesterfield and Cheraw that he discovered his mistake. In the meantime portions of my command had occupied Monroe and Wadesborough, destroyed many mills and much other valuable property. When near Chesterfield the enemy for the first and only time succeeded in making a single dash upon the infantry columns of the Left Wing, and then only chased in the foragers.

The exceedingly bad roads and length of column rendered it impossible for all the roads to be effectually guarded. Previous to this time Captain Northrop, of my scouts, had burned all the railroad bridges on the Columbia and Spartanburg Railroad up to and including the one over Broad River at Shelton's Ferry.

While at Lancaster the following communications were sent to and received from Major-General Wheeler by flag of truce, and a number of prisoners were exchanged:

HEADQUARTERS CAVALRY COMMAND, ARMY OF INVASION,
In the Field, S. C., February 22, 1865.

Major-General WHEELER,
Commanding C. S. Cavalry:

GENERAL: Yesterday a lieutenant and seven men and a sergeant of a battery were taken prisoners by one of your regiments—if I am correctly informed, a Texas regiment—armed with Spencer carbines and commanded by a lieutenant-colonel. This officer and his men, after surrendering and being disarmed, were inhumanly and cowardly murdered. Nine of my cavalrymen were also found murdered yesterday, five in a barn-yard, three in an open field, and one in the road. Two had their throats cut from ear to ear. This makes in all eighteen Federal soldiers murdered yesterday by your people. Unless some satisfactory explanation be made to me before sundown, February 23, I will cause eighteen of your soldiers, now my prisoners, to be shot at that hour, and if this cowardly act be repeated, if my people when taken are not treated in all cases as prisoners of war should be, I will not only retaliate as I have already mentioned, but there shall not be a house left standing within reach of my scouting parties along my line of march, nor will I be responsible for the conduct of my soldiers, who will not only be allowed but encouraged to take a fearful revenge. I know of no other way to intimidate cowards.

I am, general, very respectfully, your obedient servant,

J. KILPATRICK,

Brevet Major-General, Commanding Cavalry.

HEADQUARTERS CAVALRY CORPS,
Chesterfield, S. C., February 22, 1865.

Major-General KILPATRICK, U. S. Army,
Commanding Cavalry, &c.:

GENERAL: Your dispatch of this date is received, and I am much shocked at the statements which it contains. I am satisfied that you are mistaken in the matter. I have no Texas regiments armed with Spencer rifles, and none commanded by a lieutenant-colonel. The two Texas regiments which belong to my command are commanded by captains, and neither were in any engagement on yesterday. If any of my regiments were engaged with the enemy yesterday that fact has not yet been reported to me. I will have the matter promptly investigated and see that full justice is done. Should the report, however, by any means prove correct, I prefer that the retaliation may be inflicted upon the parties guilty of the misdeeds, and not upon innocent persons. I have no desire whatever to make counter-threats in response to those which you have thought proper to address to me, but should you cause eighteen of my men to be shot because you chanced to find that number of your men dead, I shall regard them as so many murders committed by you, and act accordingly. I trust, however, such a painful necessity will not be forced upon me.

Your threat "to burn every house as far as your scouts can extend" is of too brutal a character for me, and I think for my Government, to reply to.

Respectfully, sir, your obedient servant,

J. WHEELER,

Major-General, C. S. Army.

HEADQUARTERS CAVALRY COMMAND, ARMY OF INVASION,
In the Field, S. C., February 23, 1865.

Major-General WHEELER,
Commanding Cavalry, C. S. Army:

GENERAL: Your dispatch dated Chesterfield, February 22, has just been received and I feel satisfied that you will so fully investigate the circumstances attending the murder of my men that the guilty parties will be discovered and punished. The regiment referred to as being commanded by a lieutenant-colonel may have been commanded by a captain, but certain it is that the force was mostly composed of Texans, many armed with the Spencer rifle, and my people were shot by order of the officer in command. One of my scouts, a reliable man, was with this force all day, and testified to the fact that not only were these men referred to murdered, but that the general conversation of your men was that they would take no more prisoners. I hope you may be able to furnish some reason that may in a degree justify the course taken by your men.

You speak in your communication of my threat to burn houses, &c., as being "too brutal for you or your Government to entertain." No matter how brutal it may seem, I have the power and will enforce it to the letter, and more, if this course is

persisted in, I will not only allow but encourage my people to retaliate man for man. I shall take no action for the present. If stragglers from my command are found in the houses of citizens committing any outrages whatever, my own people are directed to shoot them upon the spot, and of course I expect officers and soldiers of your command to do the same.

I am alive to the fact that I am surrounded by citizens as well as soldiers, whose bitter hatred to the men I have the honor to command did not originate with this war, and I expect that some of my men will be killed elsewhere than on the battlefield, but I know and shall not hesitate to apply a sure remedy in each case.

Very respectfully, your obedient servant,

J. KILPATRICK,

Brevet Major-General, Commanding Cavalry

During the night of the 6th of March my command crossed the Pedee, and on the 7th occupied Rockingham, driving Butler's cavalry division, of Hampton's cavalry, from the town after a considerable skirmish, in which the rebel General Aiken was killed. On the 8th crossed Lumber River, and after the most difficult march over the most horrible roads, swamps, and swollen streams, I struck the rear of Lieutenant-General Hardee's column at Solomon's [Solemn] Grove, on the Charlotte and Fayetteville road, capturing a number of prisoners. Lieutenant-General Hardee was found to be rapidly moving for Fayetteville, and from prisoners we learned that Lieutenant-General Hampton's cavalry was some miles in the rear, but rapidly marching for the same point. I determined at once to intercept him. By scouts I learned that Hampton was marching upon two roads, the Morgantown road and a road three miles farther to the north and parallel to it just south and east of Solomon's [Solemn] Grove. I posted upon each a brigade of cavalry, and learning that there was a road still farther north upon which some of the enemy's troops might move I made a rapid night's march with Colonel Spencer's title brigade of three regiments and 400 dismounted men and one section of artillery, and took post at the point where the road last mentioned intersects with the Morgantown road. During the fore part of the evening I left General Atkins and joined Colonel Spencer with my staff and actually rode through one of General Hampton's divisions of cavalry, which by 11 o'clock had flanked General Atkins and was camped within three miles of Colonel Spencer. My escort of 15 men and 1 officer was captured, but I escaped with my staff. General Atkins and Colonel Jordan discovered about 9 o'clock that while the enemy was amusing them in front he was passing with his main force on a road to his right. These officers at once pulled out and made every effort to reach me before daylight but failed to do so, owing to the bad roads and almost incessant skirmishing with the enemy, who was marching parallel to him, and at some points not a mile distant.

Hampton had marched all day and rested his men about three miles from Colonel Jordan's position at two o'clock in the morning, and just before daylight charged my position with three divisions of cavalry, James', Allen's, and Butler's. Hampton led the center division (Butler's) and in less than a minute had driven back my people, and taken possession of my headquarters, captured the artillery, and the whole command was flying before the most formidable cavalry charge I ever witnessed. Colonel Spencer and a large portion of my staff were finally taken prisoners. On foot I succeeded in gaining the cavalry camp a few hundred yards in the rear, and found the men fighting with the rebels for their camp and animals and we were finally forced back some 500 yards farther to a swamp impassable to friend or foe. The enemy, eager for plunder, failed to promptly follow us up. We rallied at once advanced upon him. We retook the cavalry camp, and encouraged by our success, charged the enemy, who was endeavoring