

as neither General Holmes nor myself received it. I send the original of the order to fall back in the morning. The second advance in the afternoon and recall to Stone Bridge were in consequence of verbal orders.

My chief object in writing to you is to ask you to leave nothing doubtful in your report, both as regards my crossing in the morning and recall — and not to let it be inferred by any possibility that I blundered on that day. I moved forward as soon as notified by General Jones that I was ordered and he had been.

If there was an order sent me to advance before the one I received through General Jones, it is more than likely it would have been given to the same express.

Respectfully,

R. S. EWELL, B. G.

MANASSAS, VA., July 26, 1861.

GENERAL: Your letter of the 25th inst. is received. I do not attach the slightest blame to you for the failure of the movement on Centreville, but to the guide who did not deliver the order to move forward, sent at about eight A. M. to General Holmes and then to you — corresponding in every respect to the one sent to Generals Jones, Bonham, and Longstreet — only their movements were subordinate to yours. Unfortunately no copy, in the hurry of the moment, was kept of said orders; and so many guides, about a dozen or more, were sent off in different directions, that it is next to impossible to find out who was the bearer of the orders referred to. Our guides and couriers were the worst set I ever employed, whether from ignorance or over-anxiety to do well and quickly I cannot say; but many regiments lost their way repeatedly on their way toward the field of battle, and of course I can attach no more blame to their commanding officers than I could to you for not executing an order which I am convinced you did not get.

I am fully aware that you did all that could have been expected of you or your command. I merely expressed my regret that my original plan could not be carried into effect, as it would have been a most complete victory with only half the trouble and fighting.

The true cause of countermanding your forward movement after you had crossed was that it was *then* too late, as the enemy was about to annihilate our left flank, and had to be met and checked *there*, for otherwise he would have taken us in flank and rear and all would have been lost.

Yours truly,

G. T. BEAUREGARD.

General R. S. EWELL, Union Mills, Va.

P. S. Please read the above to Major James.

N. B. The order sent you at about eight A. M., to commence the movement on Centreville, was addressed to General Holmes and yourself, as he was to support you, but being nearer Camp Pickens, the headquarters, than Union Mills, where you were, it was to be communicated to him first, and then to you; but he has informed me that it never reached him. With regard to the order sent you in the afternoon to recross the Bull Run (to march toward the Stone Bridge), it was sent you by General J. E. Johnston, as I am informed by him, for the purpose of supporting our left, if necessary.

G. T. B.

Do not publish until we know what the enemy is going to do — or reports are out — which I think will make it all right.

B.

#### Names of Western Gun-boats.

MR. A. H. MARKLAND, who had charge of the mail service of the Union armies, and whom General Grant has credited with the origination of that service, but who disclaims the honor in favor of General Grant himself, writes us that General Wallace is in error in speaking of the steamboat which was the headquarters of General Grant during the advance upon Fort Donelson as the *Tigress*. It was not till the Vicksburg campaign that this boat was so used, the *New Uncle Sam* being the vessel referred to at Donelson. By order of General Grant, Mr. Markland took the latter boat from Fort Henry to Fort Donelson, with letters for the army. As the Union soldiers marched into the fort on one side, messengers started to meet them from the other with letters from home.

Mr. Markland also challenges Admiral Walke's correctness in calling the boat commanded by the latter at Belmont the *Taylor*. He says: "The boat was never known as the *Taylor* while she was in the service. Some of the officers wrote of her as the *Taylor*, which was probably a slip of the pen. I was personally acquainted with the officers who commanded her after Captain Walke, and without exception they called her the *Tyler* when speaking of her. Every official report of Captain Walke while in command of her speaks of her as the *Tyler*. The official reports of Admiral Porter speak of her as the *Tyler*. In all the correspondence of General Grant, as well as in his official reports, when he refers to her, he refers to the *Tyler*."

To this Admiral Walke makes rejoinder by referring to the reports of the Secretary of the Navy of 1862, where, he says, "It will be found Flag-Officers Foote and Davis and all the commanders of the boat called her the *Taylor* (so named in honor of the memory of General Zachary Taylor) instead of *A. O. Tyler*, the name she had when she was purchased by our Government; and in all my correspondence she retained the name of President Taylor (a national name for a national vessel) while I had command of her and until about a year after, when her name was changed again to *Tyler*. (See Report of Sec'y of Navy, July 11, 1863.)"

EDITOR.

#### Erratum.

MAJOR D. W. REED, late of the Twelfth Iowa, on behalf of several members of that regiment, calls attention to a clerical error in General Wallace's article on the capture of Fort Donelson, by which the Fourteenth Iowa is credited to both Cook's and Lauman's brigades of General C. F. Smith's division. In the first instance it should be the Twelfth, which was engaged in General Smith's assault. General Wallace probably took the organization of the brigades from the official table of casualties, where the same error occurs.

ED.

with entire confidence, to meet their worthy antagonists in other battles. It was, however, decided by the authorities at Washington, against my earnest remonstrances, to abandon the position on the James, and the campaign. The Army of the Potomac was accordingly withdrawn, and it was not until two years

later that it again found itself under its last commander at substantially the same point on the bank of the James. It was as evident in 1862 as in 1865 that there was the true defense of Washington, and that it was on the banks of the James that the fate of the Union was to be decided.

George B. McClellan.

NOTE: The foregoing outline of the Peninsular Campaign will be supplemented in succeeding numbers by papers dealing more directly with the engagements, including contributions from Generals Fitz-John Porter, D. H. Hill, Franklin, and Longstreet. The "Recollections of a Private" will also cover the ground of the Seven Days' Battles.—ED.

## MEMORANDA ON THE CIVIL WAR.

### Effect of the Wind upon the Sound of Battle.

THE incident connected with the fight between the iron-clads in Hampton Roads related by Gen. R. E. Colston, where the power of the wind was sufficient to carry all sounds of the conflict away from people standing within plain sight of it, recalls several similar instances that came within my own experience while serving with the army operating along the sea-coast of the Southern States during the war. At the bombardment of the Confederate works at Port Royal, South Carolina, in November, 1861, the transport my regiment was on lay near enough in shore to give us a fine view of the whole battle; but only in some temporary lull of the wind could we hear the faintest sound of the firing. The day was a pleasant one, and the wind did not appear to be unusually strong; but I noticed then and afterward that a breeze on the coast down that way was very different from the erratic gusts and flaws I had been used to in the New England States, the whole atmosphere seeming to move in a body, giving sound no chance to travel against it, but carrying it immense distances to the leeward. People living at St. Augustine, Florida, told me afterward that the Port Royal cannonade was heard at that place, 150 miles from where the fight took place.

A portion of the siege batteries at Morris Island, South Carolina, were not more than two miles from our camp; but at times the firing from them and the enemy's replies could only be heard very faintly even at that short distance, while at others, when the wind blew from the opposite direction, the sounds were as sharp and distinct as if the battle were taking place within a few rods of us.

S. H. Prescott.

CONCORD, N. H.

### The Gun-boat "Taylor" or "Tyler."

WE are permitted to print the following note bearing on a recent criticism of Rear-Admiral Walke's designation of the gun-boat under his command on the Mississippi river as the *Taylor*:

NAVY DEPARTMENT,  
WASHINGTON, February 11, 1885.

SIR: In reply to your letter of the 30th ultimo, and referring to previous correspondence, you are informed that at the time Commander John Rodgers purchased the gun-boats *A. O. Tyler* and others, he was acting under the orders of the War Department. In a com-

munication to this Department, dated June 8, 1861, he states as follows:

"I have, after consideration with General McClellan, and after inspection by Mr. Pook, the naval constructor, bought three steamboats for naval service in these waters. They were called the *A. O. Tyler*, the *Lexington*, and the *Conestoga*. The name of the first of these I will, with your permission, change to *Taylor*, a name of better augury than *Tyler*."

No action was taken by this Department concerning the changing of the name of the *A. O. Tyler*.

The Mississippi flotilla was not turned over to the Navy Department until the 1st of October, 1862. Prior to that date the officers and enlisted men, except the regular officers of the navy detailed for duty therein, were paid by Quartermaster Wise, under authority of the War Department.

I am unable to inform you what name the accounting officers of the Treasury recognized in settling the accounts of the vessel referred to. Very respectfully,

W. E. CHANDLER,  
Secretary of the Navy.

Colonel A. H. MARKLAND, Washington, D. C.

Col. Markland has ascertained that on the records of the Quartermaster-General's Department the name of the vessel is sometimes written *Taylor*, but more generally *Tylor* or *Tyler*. He claims that as no authorization of the change of name by Admiral Rodgers has been found the boat should go down to history as the *Tyler*.—EDITOR.

### Errata.

THE captain who, with his men, volunteered to go on the *Carondelet's* perilous passage of Island Number Ten (as described by Admiral Walke on p. 442 of the January number), was not Hollenstein but Hottenstein.—In the papers on "Shiloh" in the February number, the name of General John C. Breckinridge (*sic* in his autograph) was misprinted Breckenridge, which, however, is not without the apparent sanction of Dr. Thomas's "Dictionary of Biography" (Lippincott). The Breckenridge branch of this eminent Kentucky family (including the Reverend Doctor Robert J. Breckenridge, uncle of the General) were, we believe, staunch supporters of the Union.—A manifest error occurs on page 739 of the March number, in Colonel Wood's article on "The First Fight of Iron-clads," where Norfolk is said to be "within two miles" of Fortress Monroe. The distance, as shown by the map in the same number, is twelve to fifteen miles.—EDITOR.