

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

FARRAGUT, ADMIRAL DAVID GLASGOW, GRAVESITE

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United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Farragut, Admiral David Glasgow, Gravesite

Other Name/Site Number:

2. LOCATION

Street & Number: Lot Number 1429-44, Section 14, Aurora Hill Plot Woodlawn Cemetery

Not for publication:

City/Town: Bronx

Vicinity:

State: NY

County: Bronx

Code: 005

Zip Code: 10470

3. CLASSIFICATION

Ownership of Property

Category of Property

Private: X

Building(s):

Public-Local:

District:

Public-State:

Site: X

Public-Federal:

Structure:

Object:

Number of Resources within Property

Contributing

Noncontributing

1

buildings

1

sites

2

structures

objects

Total

Number of Contributing Resources Previously Listed in the National Register: 2

Name of Related Multiple Property Listing:

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4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

Signature of Commenting or Other Official

Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- ____ Entered in the National Register
- ____ Determined eligible for the National Register
- ____ Determined not eligible for the National Register
- ____ Removed from the National Register
- ____ Other (explain): _____

Signature of Keeper

Date of Action

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6. FUNCTION OR USE

Historic: Funerary Sub: cemetery

Current: Funerary Sub: cemetery

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION:

MATERIALS:

Foundation: Stone (granite)

Walls: Stone (marble)

Roof:

Other:

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Describe Present and Historic Physical Appearance.**Introduction**

Admiral David Glasgow Farragut's gravesite is nationally significant for its association with one of the most prominent and well-recognized officers in the history of the United States Navy. The gravesite is the only known, surviving property directly associated with Farragut, a figure of transcendent national importance in American military history, that retains the high level of overall integrity required for National Historic Landmark designation. The gravesite is located in The Woodlawn Cemetery, Bronx County, New York. The Woodlawn Cemetery as a whole was designated by the Secretary of the Interior as a National Historic Landmark on June 23, 2011, for its significance in landscape architecture, architecture, and art.

Farragut remains widely known and acclaimed for his Civil War victories in the Battle of New Orleans and the Battle of Mobile Bay. He was the first officer promoted to the ranks of rear admiral, vice admiral and admiral in the United States Navy. He maintained a home in New York City after the Civil War until his death while on vacation in Portsmouth, New Hampshire, in 1870 at the age of 69. Farragut was Hispanic American, the son of Captain Jorge Farragut, an American Revolutionary War and War of 1812 naval and cavalry officer who had immigrated to the United States from the Spanish island of Minorca in 1776.

The property is being nominated under National Historic Landmark Criterion 2, within the contexts established by Theme IV, "Shaping the Political Landscape," under the area of significance identified as "military." It is also being nominated in consideration of National Historic Landmark Criterion Exception 4, which states: "A birthplace, grave, or burial [can] be considered for designation if it is for [a person] of transcendent national importance and no other appropriate site, building, or structure directly associated with the productive life of that person exists."

Description of the Property's Present and Historic Physical Appearance

David Glasgow Farragut's gravesite is located within the northeastern quadrant of the 400-acre Woodlawn Cemetery. The cemetery as a whole is generally bounded by Jerome Avenue, East 233rd Street, Webster Avenue, and East 211th Street. The tracks of the New York Central Railroad, Harlem Division, lie adjacent and parallel to Webster Avenue. The gravesite lies just south of the intersection of East 233rd Street and Webster Ave. . It occupies Lot 1429-44, Section 14, a large circle in the center of the Woodlawn Cemetery's larger Aurora Hill Plot. The Aurora Hill Plot is a semispherical-shaped 4876 sq. ft. section on the eastern edge of the cemetery as a whole.

The Farragut gravesite occupies a high elevation relative to its immediate surroundings. East Border Avenue runs through the low area along the site's east side. Two serpentine roads, Daisy Ave and Ravine Avenue, curve around its western border. The site slopes gradually up to the west and drops off very steeply on the east. The circle that defines it is surrounded by a path, which connects with Ravine Avenue on the west and with other paths in the other three directions. The four gravesites flanking the Farragut circle to the north and south have low fences with curved (concave) edges on the circle side. Plots to the east are oriented toward a lower path farther east rather than toward the circle. Plots to the west are separated by Ravine Avenue. Three large, mature deciduous trees shelter the circle's northern perimeter. Near its south side, there are two smaller trees, both of which appear to be more recent plantings.

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The Farragut Monument dominates the center of the circle, rising from the gravesite's highest point. Near the west side of the monument are two, low marble footstones marking the graves of David Glasgow Farragut and his wife, Virginia (Loyall) Farragut. Each is identified by their respective initials: DGF and VF. On the opposite (east) side of the monument are two identical footstones marking the graves of Farragut's son, Loyall Farragut, and his wife, Gertrude (Metcalf) Farragut. Each is similarly identified by initials (LF and GMF). There are also four flat granite plaques laid into the ground, one for each of the four individuals buried within the circle, and laid out individually on the north, south, east, and west sides of the monument. Each plaque provides the name, dates, and relationship of interred individual. The information on the ground stones corresponds to the inscription on that side of the monument. For Admiral Farragut himself, both the flat stone and inscription on the monument face west, toward the public entrance, and read: "Erected by his wife and son to the memory of David Glasgow Farragut, first admiral in the United States Navy, born July 5, 1801, died August 14, 1870." All of the grave markers in and around the remainder of the Aurora Plot outside the Farragut circle post-date Admiral Farragut's 1870 burial.

The Farragut Monument is a tall marble column and pedestal set on a large, square granite block. The base of the pedestal includes a square piece surmounted by a second piece with inverted cyma recta molding. The dado is a rectangular block and the cornice features ovolo molding. The plinth is a simple square block. Each of the four sides of the dado features a molded frame, which includes information about one of the four people interred here. The column is intricately carved and extensively decorated with iconography intended to represent Farragut's military career and the specific events for which he is most noted. The column itself takes the form of the mast of a ship and features three mast bands at regular vertical intervals. About one-third of the way from the bottom is a pin rail with belaying pins. The top of the monument is "draped" with a representation of a flag. Three buttons can be seen along the folds of the "fabric" on the south side. Three tiers of heavy anchor cable encircle the bottom of the mast. Arrayed around the bottom of the mast are numerous overlapping objects. These include a sword (now broken in the center where a piece is missing), a sextant, a draped sail, a compass, several rigging blocks, a stylized anchor with entwined anchor cable, and a speaking trumpet. There are also three large shields. One represents the United States Navy. The second features a large horseshoe; within the horseshoe are what appear to be the bastions of two forts, possibly Forts Jackson and Phillip, the surrender of which (at New Orleans) were among Farragut's greatest achievements. The third shield is somewhat more difficult to read due to weathering; however, it features a bas relief that appears to depict Farragut's Civil War flagship, the USS *Hartford*. There is lettering beneath the figure on this shield; however, it is too weathered to be readily deciphered. Overall, however, the Farragut Monument and the gravesite as a whole retain high integrity in terms of its location, design, setting, materials, association, feeling, and workmanship. The upper portions of the monument are in remarkably good condition, even though due to weathering, the finer details in the carvings integral to the base of the pedestal have been significantly dulled.

The granite and marble Farragut monument is the work of the prominent New York City-based stone carvers Casoni & Isola. At the time Farragut's stone was commissioned, the firm was located at 1155 Broadway in Manhattan. The firm was founded about 1860 by Vincenzo Casoni (1821-1875), an Italian-born artist from Carrara who immigrated to the United States in 1855. In 1865, Casoni established a partnership with Pietro T. Isola. (It is believed the two men may have been related.) Casoni & Isola owned marble quarries in Carrara, Italy and apparently executed models there before finishing the work in the United States. The firm was responsible for a number of noteworthy grave markers, as well as the marble work on the New York Tribune Building (1873-75), designed by Richard Morris Hunt.¹ Casoni & Isola also fabricated the Seventh Regiment Memorial (1870), designed by sculptor John Quincy Adams Ward and architect Richard Morris Hunt and located in Central Park. Casoni & Isola were responsible for several other markers at Woodlawn, including those for Gail Borden, Josiah Macy, and Andrew Culver (1871). Other known works of the firm include a

¹ Vincenzo Casoni Obituary, *New York Daily Tribune*, 10 April 1875.

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monument for Rosa Anne Grosvenor (1872) in Swan Point Cemetery, Providence, Rhode Island; a statue of Ethan Allen Statue, with column and base (1857, Peter Stephenson sculptor, Casoni & Isola, fabricator), and a monument for Walter E. Winn, a confederate soldier (1864), in St. Andrew Episcopal Church Cemetery, Prairieville, Alabama.

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State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.**Historical Background and Significance**

The Admiral Farragut gravesite is significant as the most intact surviving property known to be directly associated with the life of Civil War hero Admiral David Glasgow Farragut (1801-1870), a figure of transcendent national significance in the military history of the United States. Despite weathering of the surface fabric of the gravesite's most prominent structure, the Farragut Monument, it retains a high level of overall integrity.

David Glasgow Farragut was widely acclaimed during his lifetime as a Union Civil War hero. He is universally recognized by current military historians as one of the most accomplished naval officers in American naval history, as well as one of the finest naval commanders who fought for either side during the Civil War. Commissioned a U.S. Navy midshipman at the age of nine, Farragut's long naval career spanned over fifty years and included service during three major wars. His nationally significant achievements occurred during the Civil War, when his leadership during the naval battles of New Orleans and Mobile Bay proved pivotal to the success of the Union's overall will and strategy to defeat the Confederacy. The specific tactical and strategic effects of his major victories, including their effect on the morale of both the Union and Confederacy, were both pivotal and well documented, even in his own lifetime.

Farragut's contributions to the United States are nationally significant in the area of military history. His name ranks among those of a handful of the nation's most storied naval heroes, including John Paul Jones, Stephen Decatur, Oliver Hazard Perry, George Dewey, Raymond Spruance, William Halsey, and Chester Nimitz. By three separate acts of Congress, Farragut became the first vice-admiral, rear-admiral, and admiral in the history of the United States Navy. He was widely hailed in his lifetime as a hero in the popular press. The author of a *New York Times* article declared in terms its "imposing character," his public funeral in New York City was second only to Abraham Lincoln's.² His order "Damn the Torpedoes..." remains one of the most widely recognized naval exhortations in American history. Farragut's stature as one of the great military figures of the Civil War has been recognized through the numerous statues, busts, and paintings, and numerous public buildings, roads, schools, and other facilities that today bear his name. His national significance has also been widely recognized in numerous scholarly textbooks, articles, and histories of the Civil War published after his death as well as during his lifetime.

Like most career 19th-century naval officers, a large portion of his Farragut's career--from the time he entered the navy as a midshipman at the age of nine until his death while still on active duty at Portsmouth Navy Yard in 1870--was spent at sea. A "southerner" by birth and residence for nearly fifty years, once Farragut pledged his loyalty to the Union, he became a pariah among fellow southerners. In 1861, Farragut, his wife (Virginia, also a southerner), and their son, Loyall, took refuge in a rented home in Hastings-on-Hudson, a small village less than thirty miles north of New York City. Here he waited to receive his initial orders for duty in the Civil War. After the war, Farragut purchased a home in Hastings-on-Hudson, apparently with the intent of retiring there.³ In 1865, using \$50,000 in funds awarded by the City of New York in honor of his service to the country and for the specific purpose of purchasing a residence in the city, Farragut bought a townhouse in the city's Murray Hill neighborhood in Manhattan, a property that Farragut's wife and son continued to own and occupy until Loyall Farragut's death in 1916.⁴

² "THE FARRAGUT OBSEQUIES..." *New York Times*, 1 Oct 1870.

³ Headley, *Life and naval career of Vice-admiral David Glasgow Farragut*, 310-11.

⁴ "Loyall Farragut Dead, *New York Times*, 2 October 1916. The obituary mistakenly stated Farragut's address as 113 East Thirty-

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According to *The Life of David Glasgow Farragut: First Admiral of the United States Navy*, the first recorded mention of the family is a Don Pedro Farragut who served alongside James I, King of Aragon, during the latter's 13th-century *Reconquista* campaigns against the Moors in the western Mediterranean. As a result of that service, the family members were granted title and estates, and their role as landed gentry helped the family remain prominent on the Spanish island of Minorca (then under British rule) for centuries. The family's American roots began with Admiral Farragut's father, Jorge Antonio Farragut-Mesquida (1755–1817). Jorge was born on Minorca in 1755. It appears that he may have left Minorca as a young man, having learned how to sail; he may have served as a crew member on ships engaged in merchant trade between Spanish Louisiana, Havana, and Vera Cruz during the mid-eighteenth century. Jorge, who anglicized his first name to "George" after immigrating to Charleston, South Carolina in 1776, offered his services, initially to the state of South Carolina, in the revolt against Great Britain.

He became a first lieutenant in South Carolina's navy, and took part in land operations, fighting as a volunteer under the "Swamp Fox," General Francis Marion. He also saw action at Cowpens and in the campaign against Cornwallis. In 1807, President Thomas Jefferson appointed him a sailing master in the [U.S.] navy. This soldier of fortune, who had fought in so many battles on land and sea, finished his military career fighting against the British under Andrew Jackson at New Orleans. In 1795, while serving as a major in the Tennessee militia, he had married Elizabeth Shine, of Scotch-Irish ancestry, and took up residence at Campbell's Station, not far from Knoxville. It was there that the future first admiral of the U.S. Navy, James (later David) Glasgow Farragut was born on 5 July 1801.⁵

Farragut and the rest of his family followed his father to New Orleans in 1807. In 1808, a yellow fever epidemic struck New Orleans; Elizabeth Shine Farragut became ill and died as a result. At the time of her death she and George were caring for David Porter (1754-1808), a much-acclaimed U.S. Navy Revolutionary War captain who had been fatally stricken with tuberculosis. At that time, Porter's son, Commander David Porter, was stationed at New Orleans with George Farragut. Apparently, Porter wanted to repay the kindness of the Farraguts and offered to become the guardian of then seven-year-old James, an offer which was apparently accepted by both father and son. According to James' journal, "after a while the question of adoption was being put to us all, when I, being inspired by his [Porter's] uniform and that of my brother William...said promptly that I would go."⁶ Later in life, Admiral Farragut wrote: "from that time to the day of his death Comdre [sic] Porter was a father to me and I never saw my own father again."⁷ Farragut eventually moved with the Porters, first to Washington, DC, and then to West Chester, PA. At the age of nine, David Farragut was given a midshipman's commission in the U.S. Navy, and he accompanied his adoptive father onboard the USS *Essex*. Farragut remained on active duty as a U.S. Navy officer until his death in 1870, though his naval career, while productive and honorable, remained relatively undistinguished until the Civil War.

When the War of 1812 broke out, Farragut was still serving onboard the USS *Essex* under now Commodore David Porter. Porter and the *Essex* achieved national acclaim by capturing the first British ship of the war of the conflict, the HMS *Alert*, as well as nine other prizes while on a two-month cruise. Porter then took the *Essex* to the Pacific, capturing a series of prizes in 1812 and 1813. Among those taken were the HMS *Alexander* and HMS *Barclay*, the latter of which Porter gave to the then twelve-year-old Farragut to command

sixth St.

⁵ Farragut, *Life of David Glasgow Farragut*, 8.

⁶ Heidler and Heidler, *Encyclopedia of the American Civil War*, 683

⁷ "A Letter from Admiral Farragut, 1853," *The American Historical Review*, Vol. 14, No.2 (Jan, 1909) The University of Chicago Press on behalf of the American Historical Association: 1909). <http://www.jstor.org/stable/1832659>

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as prize master. Farragut guided his first command safely to Valparaíso, Chile. In his journal, he noted that he suppressed an attempted mutiny by the former captain of the *Barclay* when he told “the Captain not to come on deck with his pistols unless he wished to go overboard.” Farragut noted that it was “an important event in my life” and that he “felt no little pride at finding [himself] in command at twelve years old.”⁸

According to Farragut, his days spent chasing English whalers off the South American coast as a member of the crew of the *Essex* “were among the happiest days” of his life, but the horrors of war caught up with the ship the next year. Farragut saw his first significant military action at age thirteen, when the *Essex* and the *Essex Junior* (a prize ship previously known as the HMS *Atlantic*) engaged the British frigate *Phoebe* and sloop-of-war *Cherub*. The British warships had trapped the *Essex* in the neutral port of Valparaíso, and when she attempted to make a run from the harbor, she was severely damaged in a storm. The *Essex* fought the two British ships for more than two and one-half hours, until the American ship’s decks were covered in blood and bodies, the holds overflowed with wounded, and fires broke out in several places.⁹ Farragut noted that, this being the first time he saw a man killed, it “staggered and sickened” him, but by the end of the battle he felt more hardened to the sight. “[The dead] soon began to fall around me so fast that it all appeared like a dream, and produced no effect on my nerves. I can remember well while I was standing near the captain, just abaft the mainmast, a shot came through the waterways and glanced upward, killing four men who were standing by the side of the gun, taking the last one in the head and scattering his brains over both of us. But this awful site (sic) did not affect me half as much as the death of the first poor fellow.”¹⁰

The *Essex* became so shot up that Porter was forced to strike his colors. Porter’s crew of 255 had been decimated by 60 percent, with 58 killed, 66 wounded and 31 missing. He and his surviving crewmen, including Farragut, were paroled home, arriving in New York on July 6, 1814.¹¹ The thirteen-year-old Farragut, with his resolve to do his duty, running errands, taking care of the wounded, manning gun positions, and service as commodore’s aide, greatly impressed Porter during the battle. Despite his reaction, Porter noted Farragut was among the midshipmen that were “too young to recommend for promotion,” an assessment that appeared to rankle Farragut later in life.¹² In honor of his adoptive father, around this time Farragut changed his first name from James to David.¹³ After his return Farragut was reassigned, but peace concluded before he could sail again.

At the age of 18, Farragut served in the Mediterranean fleet aboard the USS *Shark* after which he was sent home to America to take a promotional exam for the rank of lieutenant (that he initially failed). In 1822 he was ordered to the schooner USS *Greyhound*, under the command of Lieutenant John Porter, Commodore David Porter’s brother (Farragut’s adoptive uncle). The *Greyhound* was part of the fleet being sent to the Caribbean to chase pirates, and service on the ship presented opportunities for advancement for Farragut. He was assigned his first regular command in 1823, when he captained the schooner USS *Ferret*. The *Ferret* had little success with respect to its assignment to catch pirates, but Farragut noted that the command was “...an admirable school for a young officer, and I realized its benefits all my life. I have never felt afraid to run a ship since, generally finding it a pleasant excitement.”¹⁴

⁸ Quoted in Farragut, *The Life of David Glasgow Farragut*, 25-26.

⁹ DeForest, “War of 1812: Commodore David Porter and the *Essex* in the South Pacific.”

¹⁰ Mahan, *Great Commanders: Admiral Farragut*, 46-47.

¹¹ DeForest, “War of 1812.”

¹² John Randolph Spears, *David G. Farragut*. (George G. Jacobs & Co.: Philadelphia, 1905), 84; Farragut, *The Life of David Glasgow Farragut*, 102.

¹³ Heidler and Heidler, *Encyclopedia of the American Civil War*, 683.

¹⁴ Quoted in Farragut, *The Life of David Glasgow Farragut*, 100.

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On September 24, 1823, Farragut married Susan Merchant of Norfolk, Virginia. He left for sea duty again shortly thereafter, having been ordered to the frigate USS *Brandywine*, which convoyed the Marquis de Lafayette home to France following his grand American tour. Farragut's service alternated over much of the next 15 years between shore duty, much of which he spent tending to his ill wife, and postings on various U.S. warships, including the sloops-of-war *Alert*, *Boxer*, *Erie*, *Vandalia*, and *Natchez*. During this period (1825), he also finally passed the exam required for his promotion to the U.S. Navy rank of lieutenant.¹⁵ After the *Natchez*, Farragut was posted to the U.S. sloop-of-war *Erie*, which was sent to the Gulf of Mexico during the French naval bombardment of the fortress of San Juan de Ulloa in Vera Cruz, Mexico (November 27, 1838, to December 5, 1838).

Seeing the bombardment at Vera Cruz proved memorable to Farragut in two ways. First, when the Mexican American War later broke out in 1846, Farragut requested a naval command based on the experience; he argued that he spoke Spanish, possessed a broad familiarity with the Gulf of Mexico, and had a studied understanding of the nature of the area's defenses generally and the fortress of San Juan de Ulloa at Vera Cruz specifically. Farragut had gone inside the castle after the 1838 bombardment, studied its vulnerability to attacks by naval vessels, and, in result, felt he knew exactly how to reduce it from the sea. In his journal he wrote, "I had not at the time looked forward to a war with Mexico, but *I had made it a rule of my life to note these things with a view to the possible future.*"¹⁶ (Emphasis in Loyall's biography) The calculated confidence of Farragut's unrealized Mexican War Vera Cruz plan was later recognized by Lincoln's Civil War Secretary of the Navy Gideon Welles, who thought Farragut's boldness as a planner warranted a significant Civil War command.¹⁷ Second, Farragut's witnessing of the bombardment provided him with firsthand appraisal of the relative effectiveness of horizontal shell fire versus ordnance lobbed by mortar "bomb" ships. He noted in a letter to a colleague:

The damage done by these [horizontal] shell-shot was inconceivably greater than that by the shell from the bomb-vessels, owing to the former striking horizontally, while the latter fell perpendicularly on the bomb-proofs, doing but little damage—unless they caused the explosion in the citadel, which is disputed by the Prince de Joinville, who claims the credit for his ship, to whose broadside the explosion responded. But I am satisfied of one fact, viz., that they might have bombarded with the bomb-vessels for a month without success, while the frigates would in four hours more, with their shell-shot, have reduced the fort to a heap of ruins.¹⁸

Following his service on the *Erie*, Farragut returned home to Norfolk, where his wife, who had been very ill for years, died in December of 1840. His next assignment was the 74-gun ship-of-the-line USS *Delaware*, where he served as the ship's Executive Officer, followed by an assignment to command the sloop-of-war USS *Decatur*. While commanding *Decatur* in 1841, he received his promotion to the permanent rank of U.S. Navy commander. "Although Farragut had held several [previous] commands, they were assigned under the exigencies of the service, and not by right of rank. He was now on board a ship with the full rank, and, although it was his practice to give himself earnestly to whatsoever duties were required of him, still he evidently felt an excusable degree of pride and satisfaction in his present position, beyond that which he had experienced in his brevet service."¹⁹ After returning from sea duty with the *Decatur*, Farragut spent most of his time on shore duty at Norfolk Navy Yard for the next five years. In 1843, while stationed at Norfolk, he married Virginia Loyall, member of a well-to-do and long-established Norfolk, Virginia, family.

¹⁵ Heidler and Heidler, *Encyclopedia of the American Civil War*, 683-683.

¹⁶ Farragut, *The Life of David Glasgow Farragut*, 157.

¹⁷ Ritchie, "Admiral David Glasgow Farragut, 25 & 53.

¹⁸ Quoted in Farragut, *The Life of David Glasgow Farragut*, 134.

¹⁹ Farragut, *The Life of David Glasgow Farragut*, 142.

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Given his dedicated service, relatively broad experience, and senior-officer rank, when war broke out in 1846 Farragut reasonably expected to be given a command. However, the Mexican-American War became the largest disappointment of his career. He wrote:

I have little to look back to with satisfaction or pleasure at that time, except the consciousness of having done my duty. As I had the ill-will of my Commodore [Perry], I was not permitted to participate in any of the expeditions and more honorable duties, but was placed under a reef of rocks off Tuxpan, to blockade that port. When I could bear the imposition no longer, I reported the facts to the Navy Department, and asked to be relieved from under his command, or from command of the ship. Accordingly I was ordered home with my vessel. My letters were considered improper by the Secretary of the Navy.²⁰

After practically begging to have a ship assigned to him, Farragut finally obtained command of the sloop-of-war USS *Saratoga* in February of 1847. He drilled his crew hard in preparation for a naval bombardment at Vera Cruz, and only to be deeply chagrined when he arrived and learned that the army—not the navy—had already taken the castle of San Juan de Ulloa. Angered by the U.S. Navy's gulf officers' failure to adequately reconnoiter the fort, recognize its weaknesses, and take it, he asked to be relieved of his command.²¹

Farragut was ordered back to Norfolk in 1848. He spent the next decade of his career on shore duty; during this time, he compiled a book on naval ordnance regulations. In 1853, he was ordered to California to establish the U.S. Navy's first West Coast base, today's Mare Island Naval Ship Yard, which is located approximately 25 miles northeast of San Francisco. He was promoted to the permanent rank of captain in 1855 and, upon his return to the East, was given the command of the recently commissioned (1859) sloop-of-war USS *Brooklyn*, during which he oversaw the ship's sea-trials on runs to Mexico and the West Indies. He commanded *Brooklyn* until the ship's shakedown cruise to Mexico and the West Indies. His command of *Brooklyn* ended in New Orleans in 1860, and he returned to Norfolk Navy Yard to await his next orders. Farragut was still stationed in Norfolk in the spring of 1861 when the Civil War began.

During the antebellum era, when many citizens still recognized loyalty to a particular state ahead of loyalty to the nation as a whole, Farragut would have been considered a southerner. He was southern-born in Tennessee and had finished his pre-midshipman childhood years living in Louisiana; his longest acknowledged place of residence on land (roughly 40 years) was Norfolk, Virginia; his second wife was from a well-to-do family with deep Virginia roots. However, given the core influences on his life prior to the Civil War, in retrospect, Farragut's choice of remaining loyal to the Union is not entirely surprising. His father was a Spanish immigrant who fought for the patriots during the American Revolution and had no strong family ties or roots in any particular state. When his mother died, he was adopted by a prominent American naval officer with strong family ties to the North and New England in general, and the U.S. Navy in particular. At the age of nine, he joined the U.S. Navy, which over many years became his true home, and, as such, fostered in him the ongoing development of and reliance on a national rather than state or sectional perspective. For example, when he first arrived home to take his lieutenant examination in Norfolk in 1820 he wrote: "I was a stranger in my native land, knowing no one but Commodore Porter and his family."²² However he may have perceived himself, like many southern officers, the need to consciously decide where his loyalty lay in 1861 was unavoidable. Like many on each side of the threatened conflict, Farragut may have doubted the will of the two sides to actually come to blows, but if the situation devolved that far, he resolved to remain loyal to the Union. When Virginia

²⁰ Quoted in Farragut, *The Life of David Glasgow Farragut*, 159.

²¹ Ibid.

²² Ibid., 83.

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seceded shortly after the fighting erupted at Ft. Sumter, Farragut's verbally expressed sentiment was that Lincoln was perfectly justified in calling for troops to defend the Union. Farragut realized that he was now a pariah in the south. "He was impatiently informed that a person of his sentiments 'could not live in Norfolk,' to which he calmly replied, 'Well, then, I can live somewhere else.' Returning home immediately, with the feeling that the time for prompt action had arrived, he announced to his wife his intention of 'sticking to the flag,' and said to her, 'This act of mine may cause years of separation from your family; so you must decide quickly whether you will go North or remain here.'"²³

As a result, in 1861 Farragut moved his family to Hastings-on-Hudson, New York, where he awaited orders from the Navy Department. To his dismay, he was not given a significant command but instead placed upon the U.S. Navy's board that selected officers who should be retired. As one historian notes, at that stage "Farragut's chances for a command were not promising. He was close to retirement age, had been passed over three times for squadron commander, and had spent very little time at sea since the Mexican War."²⁴ However, the Civil War soon presented Farragut with his greatest career opportunities as well as challenges.

Gaining control of the major river systems in the Civil War's Western Theater (Cumberland, Tennessee, and Mississippi) was vital to the Union's overall Civil War victory strategy. One of the hallmarks of this effort was the Union's coordinated use of naval and ground forces against strategic Confederate strongpoints along the theater's major rivers. Victories by the U.S. Navy over the shore batteries at Hatteras Inlet and Port Royal in South Carolina in the Eastern Theater in November 1861 had persuaded the Navy Department that Forts Jackson and St. Phillip at New Orleans might be similarly vulnerable. If naval gunnery could substantially reduce these latter forts, the Union army could more readily occupy them and ultimately secure the complete capture of New Orleans. As a result, planning for an assault on the two forts at New Orleans was begun. Once the specifics of the Union's plan to take New Orleans had been formulated and approved by President Lincoln, Union Secretary of the Navy Gideon Welles and his Assistant Secretary Gustavus Fox, and General George McClelland (then in overall command of the Union armies as well as the Army of the Potomac), the key remaining decision was to determine who should be in overall command of the attacking Union fleet. The choice of a commander for the effort proved a difficult one. U.S. Navy Commander David Dixon Porter was deemed too low in rank to be given overall command of the expedition, [and] instead given the subordinate command of the mortar fleet. President Lincoln made clear his desire for Captain John Dahlgren to head the expedition, but Dahlgren was also deemed still too junior in rank, and such an appointment was likely to engender embitterment among more senior officers.²⁵ Instead, overall command went to Farragut, who had held the U.S. Navy rank of captain since 1855, was recommended for the job by Porter and selected for the assignment by Welles.²⁶

Up to the time of his appointment to command at New Orleans, Farragut's career had been, as described by at least one historian, "varied but unspectacular."²⁷ He ranked 57th on the active duty list of senior U.S. Navy officers, and 37th on the unassigned list. He was southern-born, and had spent over half his career on shore duty, and hadn't seen real combat since the War of 1812. Welles, however, had thought Farragut's now decades-old plan for the reduction of the San Juan de Ulloa reflected a mind and temperament that was particularly bold, and also reflected an understanding of naval bombardment that would be crucial in the reduction of the two forts protecting the downstream approaches to New Orleans. Gustavus Fox had been extremely impressed by the loyalty and character that Farragut demonstrated when he unhesitatingly moved his

²³ Ibid., 204.

²⁴ Ritchie, "Admiral David Glasgow Farragut," 30.

²⁵ Ibid., 51-2.

²⁶ Ibid., 52.

²⁷ William M. Still, Jr., "Farragut: The Union's Nelson", in James C. Bradford, ed. *Quarterdeck and bridge: two centuries of American naval leaders* (Annapolis, MD: Naval Institute Press, 1997), 127.

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family from Norfolk to New York. When Welles questioned other officers about Farragut, their responses confirmed his own assessment of Farragut as being exactly the kind aggressive and bold commander the Union needed at New Orleans. Farragut's personal familiarity with New Orleans and the approaches to the Mississippi may also have influenced Well's decision. Farragut's ensuing appointment as commander of the Western Gulf Blockading Squadron included an area of responsibility that extended from Florida to the Rio Grande and the coast of Mexico. Most importantly, the orders for his new assignment provided the following instructions for the taking of New Orleans:

Sir: When the Hartford is in all respects ready for sea, you will proceed to the Gulf of Mexico with all possible dispatch, and communicate with Flag Officer "W". W. McKean, who is directed by the inclosed [sic] dispatch to transfer to you the command of the Western Gulf Blockading Squadron....There will be attached to your squadron a fleet of bomb-vessels and armed steamers enough to manage them, all under command of Commander D. D. Porter, who will be directed to report to you...When these formidable mortars arrive and you are completely ready, you will collect such vessels as can be spared from the blockade, and proceed up the Mississippi River and reduce the defenses which guard the approaches to New Orleans, when you will appear off that city and take possession of it under the guns of your squadron, and hoist the American flag therein, keeping possession until troops can be sent to you. If the Mississippi expedition from Cairo shall not have descended the river, you will take advantage of the panic to push a strong force up the river to take all their defenses in the rear.²⁸

After learning of the mission, Farragut wrote home to his family. "Keep your lips closed, and burn my letters; for perfect silence is to be observed—the first injunction of the Secretary. I am to have a flag in the Gulf, and the rest depends upon myself. Keep calm and silent. I shall sail in three weeks." Farragut's flagship would be the USS *Hartford*, was a relatively new (commissioned in May 1859), 225-foot long, three-masted, steam-powered, screw sloop-of-war, 2nd Class with a full complement of sails. Her 2,900-ton displacement drew 17 feet, 2 inches of water, and, like all of Farragut's deep-draft sea fleet, prior to navigating up the Mississippi River, she would have to be dragged over the shifting mud bank bar at the river's mouth.

Despite the immense strategic importance of New Orleans, as previously noted, by this time the city had been stripped of large portions of its defenses. A full division of Confederate defenders had already been sent north to Tennessee; eight of the city's defensive gun boats had been sent to Memphis.²⁹ Confederate planners considered the defenses protecting New Orleans as still formidable, and believed an attack on the City from upriver to be more problematic. The first obstacle to attack from the south remained the bar at the mouth of the river. Thirty miles above the bar, at a bend in the river, were Forts Jackson and St Phillip, manned by 3,000 men and mounting a total of well over 110 guns that were well positioned to blast away at vessels attempting to steam against the reliable three-knot downstream current.³⁰ Just below the forts, but still well within range of their guns, was a large obstruction consisting of forty-foot-long cypress tree trunks connected by chains and stretched across the river. The Confederate River Defense Fleet, while smaller than what the Union could bring to bear, was by no means insignificant, consisting of the ironclads CSS *Manassas* and CSS *Louisiana* (albeit the latter mostly unfinished), two Louisiana navy ships, a group of armed, converted and river steamers, and several fire rafts.³¹ It was also well known by Confederate planners of the time that a single fort at this same bend in the river had held off a British fleet for nine days in 1815.³²

²⁸ Farragut, *Life of David Glasgow Farragut*, 208-210.

²⁹ McPherson, *Battle Cry of Freedom*, 418.

³⁰ *Ibid.*, 419.

³¹ "Hartford" *Dictionary of American Naval Fighting Ships*. vol. 3, <http://www.history.navy.mil/danfs/h3/hartford.htm>.

³² National Park Service: Park History, "Jean Lafitte National Historical Park: Historic Resource Study (Chalmette Unit)," "The Last Battle, January 8, 1815," accessed March 13, 2012, www.nps.gov/history/history/online_books/jela/hrs7.htm.

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It took Farragut's command two months to drag most of the deep-draft, seagoing vessels of his fleet over the bar at the mouth of the Mississippi using raw manpower as well as the heavy mortar boats as tugs. In the end, the 3400-ton steam frigate USS *Colorado* simply drew too much to get it across, so Farragut's assets when he finally moved upriver consisted of eight steam sloop-of-war, one sailing sloop-of-war, fourteen gunboats, and nineteen mortar schooners.³³ Mounting over 200 guns total, it was probably the most powerful U.S. fleet ever assembled for a single battle up to that time.

With respect to Farragut's crews, the time spent waiting for all of his vessels to clear the bar had not been wasted; Farragut used it to conduct extensive drills within his command, with particular emphasis on gunnery practice, and also prepared well-outfitted repair facilities. He also ordered a seemingly endless number of supplies, so much so that Assistant Secretary of the Navy Fox, utterly disregarding the chain of command, wrote confidentially to Porter: "I trust we have made no mistake in [Farragut] but his dispatches are very discouraging. It is not too late to rectify our mistake. You must frankly give me your views from Ship Island."³⁴

Throughout this period Farragut also undertook a detailed study of the city's defenses, including having his vessels deliberately steam within gun range of the forts in an attempt to test the fort's gunnery capabilities. On April 18, 1862, Farragut's gunboats finally opened a mortar barrage on the forts and exchanged fire with the Confederate fortifications. Despite lobbing thousands of shells at the fortifications, the Porter's mortar boats did little significant damage—just as Farragut had predicted would happen before the battle based on his previous observations at San Jose de Ulloa. After six days, Farragut decided that continuation of the mortar barrage was useless, and made up his mind to have his fleet simply "run" the enemy guns. On the night of April 21, U.S. Navy Captain Henry H. Bell and his men, while under fire from the forts, cut a hole in the Confederate log-and-chains boom large enough for the Union fleet to steam through single-file. In a post-action letter dated May 6, 1862, sent to Welles, Farragut described his battle preparations.

Every vessel was as well prepared as the ingenuity of her commander and officers could suggest, both for the preservation of life and of the vessel, and perhaps there is not on record such a display of ingenuity as has been evinced in this little squadron. The first was by the engineer of the Richmond, Mr. Moore, by suggesting that the sheet cables be stopped up and down on the sides in the line of the engines, which was immediately adopted by all the vessels. Then each commander made his own arrangements for stopping the shot from penetrating the boilers or machinery, that might come in forward or abaft, by hammocks, coal, bags of ashes, bags of sand, clothes-bags, and, in fact, every device imaginable. The bulwarks were lined with hammocks by some, with splinter nettings made of ropes by others. Some rubbed their vessels over with mud, to make their ships less visible, and some whitewashed their decks, to make things more visible by night during the fight.³⁵

Each vessel was to have facilities and supplies for caring for wounded, and one vessel was designated solely as a hospital ship.³⁶ Knowing that there would little opportunity for coherent communication once the battle was engaged, Farragut paid a visit to every ship the night before the battle in order to ensure that all of his subordinates understood the plan and their role in it. At about 2 a.m. on the night of April 24, Farragut's fleet

³³ McPherson, *Battle Cry of Freedom*, 419.

³⁴ Quoted in Ritchie, "Admiral David Glasgow Farragut," 58.

³⁵ Quoted in Farragut, *The Life of David Glasgow Farragut*, 243-244.

³⁶ Naval History & Heritage Command, "Farragut Takes New Orleans," 23-24 April 1862."

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got underway. It took only an hour-and-a-half for the fleet to steam past the forts, even though each of the Union vessels took a heavy pounding. Three Confederate gunboats and the unfinished confederate ironclad CSS *Louisiana* joined with Forts Jackson and St. Phillip in firing on Farragut's fleet; one of the gunboats managed to ram and sink the USS *Varuna*, the only Union ship lost in the battle.³⁷ Farragut's flagship, the *Hartford*, managed to avoid a ramming attempt by the ironclad CSS *Manassas*, but while attempting to maneuver away from a fire-raft, she became grounded in the current under the guns of Fort St. Phillip and caught fire. Farragut's training of his crew and aggressive leadership kept the *Hartford* from being destroyed, and the crew put out the fire and backed her off the bank, all the while managing to fire repeated broadsides into the fort. Thirty-seven Union sailors lost their lives and 147 more were wounded in the effort, but Farragut won the action. A day later his fleet silenced the few earthwork riverside batteries left upriver, the city of New Orleans came under the guns of his fleet.

With the fleet finally at anchor off New Orleans and a 15,000 man army waiting in the wings, Forts Jackson and St. Phillip surrendered. The Confederate garrisons and the militiamen assigned to defend the city itself having deserted, New Orleans was left entirely at the mercy of Union forces. The very significant morale boost this major victory provided to the Union cause came at an especially important time, given that Union McClellan's Peninsular Campaign in the Eastern Theater had essentially stalled.

In a letter published in the *New York Times*, May 11, 1862, Union Secretary of the Navy Welles publicly congratulated Farragut on his important victory: "Our navy, fruitful with victories, presents no more signal achievement than this, nor is there an exploit surpassing it recorded in the annals of warfare...yourself, your officers, and your brave sailors and marine, whose courage and daring bear historic renown, have now a nation's gratitude and applause...I congratulate you and your command on your great successes in having contributed so largely towards destroying the unity of the rebellion."³⁸ The City of New York passed a series of public resolutions congratulating Farragut.³⁹ President Lincoln too was both grateful and impressed. He wrote to the U.S. Senate in May of 1862: "Believing that no occasion could arise which would more fully correspond with the intention of the law or be more pregnant with happy influence as an example, I cordially recommend that Captain D. G. Farragut receive a vote of thanks of Congress for his services and gallantry displayed in the capture since 21st December, 1861, of Forts Jackson and St. Philip, city of New Orleans, and the destruction of various rebel gunboats, rams, etc....."⁴⁰ Later, President Lincoln would comment to Welles that "there had not been, take it all in all, so good an appointment in either branch of service as Farragut."⁴¹ Farragut received the recommended official Thanks of Congress for his actions at New Orleans. Congress then took it a step further on July 16, 1862, by creating the new U.S. Navy rank of rear admiral, stipulating that it would not be held by more than nine active duty officers.⁴² As the most senior of the initial four men selected to receive the new flag rank, Farragut was the first to be promoted to rear admiral in U.S. history.

Following up on his victory at New Orleans, Farragut pushed upriver, taking Baton Rouge and Natchez along the way. However, he could not bring his guns to bear effectively on the high bluffs of the Mississippi at Vicksburg and was forced to return to New Orleans in May. With respect to these upriver efforts, at this point the Union army and navy were unable to agree on an overall strategy to follow up on Farragut's victory at New Orleans. The Confederates took advantage of the situation to entrench and fortify their positions at both Vicksburg (MI) and Port Hudson (LA). Farragut's fleet and 3,000 Union army troops returned to Vicksburg in

³⁷ McPherson, *Battle Cry of Freedom*, 420.

³⁸ "Acknowledgement from the Navy Department to Commodore Farragut," *New York Times*, 11 May 1862.

³⁹ Quote in Farragut, *Life of David Glasgow Farragut*, 386.

⁴⁰ Arthur Brooks Lapsley, ed. *The Papers And Writings Of Abraham Lincoln*, Volume Six. Constitutional Edition (ebook 2009) http://www.gutenberg.org/files/2658/2658-h/2658-h.htm#2H_4_0003

⁴¹ Quoted Lewis, *David Glasgow Farragut Our First Admiral*, 214.

⁴² Polmar, *The Naval Institute guide to the ships and aircraft of the U.S. fleet*, 56.

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June, for another attempt, but the number of available Union soldiers available for such an effort was deemed insufficient to assure taking the heights. Farragut became concerned that the river level was dropping, threatening to strand his deep-draft seagoing warships. The failure of the expedition was magnified when the ironclad CSS *Arkansas* steamed up the Yazoo River and caught Farragut's fleet completely off guard. The *Arkansas* ran through Farragut's fleet, and fired at several Union vessels before making for the protection of the Confederate guns at Vicksburg. In late July, Farragut ordered the fleet back down the river before river water levels dropped further. Although the *Arkansas* would later be trapped and scuttled, Farragut was clearly chagrined by the entire episode, and categorized the latter part of this trip up the Mississippi as "fruitless."⁴³ Despite such operational reverses, strategically the campaigning in the Western Theater in general, and the efforts of Farragut in particular, had been brilliant. As noted Civil War historian James McPherson commented in his *Battle Cry of Freedom*, "from February to May, union forces conquered 50,000 miles of territory, gained control of 1,000 miles of navigable rivers, captured two state capitals, and the south's largest city, and put 30,000 soldiers out of action."⁴⁴

When Secretary Welles ordered Farragut to New Orleans, he assured Farragut that "success would open the way to the sea for the great West, never again to be closed. The rebellion will be riven in the centre (sic), and the flag to which you have been so faithful will recover its supremacy in every State."⁴⁵ The economic impact of divorcing New Orleans from the Confederacy was supremely damaging to cotton exports on which much of the southern economy then depended. At the time, New Orleans was the largest city in the Confederacy, the sixth largest city in the U.S. in terms of population, and, as an American entrepôt, second only to New York City. The total value of exports shipped from New Orleans was greater than all other ports of the Confederacy combined. With the surrender of New Orleans providing for Union control of the lower Mississippi River, Federal forces could then concentrate on reopening the river and completing the division of the Confederacy in half as Secretary Welles and President Lincoln had long envisioned.

In August of 1862 Farragut turned his attention to his orders to blockade duty. Confederate defenders had abandoned Pensacola, Florida, shortly after New Orleans fell, and Farragut moved his headquarters there. The capture of Pensacola and New Orleans left Mobile bay as the only remaining deep water port the Gulf Coast available to confederate raiders and blockade runners. In January of 1863, Farragut's fleet had an unfavorable experience with a Confederate vessel. Raphael Semmes, the captain of the most-notorious raider of the war, the CSS *Alabama*, planned an audacious attack on Union troop transports he believed he would find at Galveston, Texas. Unknown to Semmes when he planned the attack, Confederate forces had already retaken Galveston, capturing the USS *Harriet Lane* and three Union transports, destroying the USS *Westfield*, and killing Union Commander John Wainwright in the attack. Five Union warships were shelling the town when Semmes arrived. Semmes managed to turn his surprise into an opportunity. The *Alabama* lured the USS *Hatteras* away from the Union fleet, fooling her commander into thinking he was chasing a blockade runner.⁴⁶ Fifteen miles away from the safety of the fleet, Semmes turned the *Alabama* on the *Hatteras* and fatally damaged the latter ship below the waterline, forcing her to surrender after a battle of only thirteen minutes. Semmes took the Union crew as prisoners of war after removing them from their ship, and the *Hatteras* sank shortly thereafter. (Semmes had already previously raised the ire of Farragut when Semmes sailed the CSS *Sumter* out of the Mississippi River, eluding the blockading USS *Iroquois*, an escape that eventually led to the loss of eighteen Union merchant ships.)

⁴³ Farragut, *The Life of David Glasgow Farragut*, 289.

⁴⁴ McPherson, *Battle Cry of Freedom*, 422.

⁴⁵ Farragut, *The Life of David Glasgow Farragut*, 214.

⁴⁶ Fox, *Wolf of the Deep*, 84-5.

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While the escape of the CSS *Florida*, like the *Sumter* before her, the loss of Galveston, and the attack of the *Alabama* made headlines, they were for the most part balanced by Farragut's successes as a blockade commander. In a report to the navy department he noted: "We have taken or destroyed all the steamers that ran from Havana and Nassau to this coast, except the *Cuba* and the *Alice*, and I hope to catch those in the course of time. I have all the coast except Mobile bay, and I am ready to take that the moment that I can get troops to hold the forts."⁴⁷ Farragut's son, Loyall, joined him at Pensacola. According to Loyall, by that time the admiral had already formulated his plan to take Mobile Bay and was anxious to undertake the actual assault. Developments at Port Hudson and Vicksburg intervened, however, pulling Farragut back to the Mississippi in 1863.

By 1863, the Confederates had regained control of 110 miles of the Mississippi River between Port Hudson and Vicksburg. Into this protected stretch flowed the Red River, which, with this portion of the Mississippi River under Confederate control, allowed the western and eastern states of the Confederacy to maintain open lines of communication and commerce. The protected Confederate batteries at Vicksburg and Port Hudson continued to prevent the Union Navy's Western Flotilla, operating above Vicksburg, from effectively linking with Farragut's command downriver. The Union army was not in a position to make an effective assault on either fortification. Farragut and David Dixon Porter (the latter now in command of the Union Navy's Western Flotilla and an acting rear admiral) decided to cut off Confederate supply lines by running the batteries in their respective sectors—Porter would run south past Vicksburg and Farragut would run north past Port Hudson.⁴⁸ In February Porter managed to get the converted side-wheeler ram USS *Queen of the West* and his newest ironclad, the federal gunboat *Indianola*, past Vicksburg. However, the Confederates captured the *Queen of the West* and turned her against the *Indianola*, so both vessels had been lost to the Union by the end of February.

With the failure of the Porter's effort with the upriver fleet, Farragut decided to run seven of his vessels past the Confederate guns at Port Hudson on the night of March 14. He planned coordinated action with the Union army, which was to concurrently assault the rear of the fort, hopefully diverting the attention some of the forts 40-plus artillery pieces from firing on the fleet. Farragut arranged his vessels in pairs; each of his three large, heavily armed screw steamers would escort a smaller, lighter vessel. The idea was to maintain flexibility, provide maximum offensive firepower, and have a ready-made tow available for any vessel that experienced engine trouble or a hit to her propulsion systems. The slowest of the big ships was thus paired with the most powerful of the smallest.⁴⁹ The *Hartford* and her escort, the USS *Albatross*, led the run, steaming towards Port Hudson about 10 p.m. Under heavy fire the two ships rounded the bend and safely passed the batteries, exactly as Farragut had planned. Unfortunately, when Farragut peered through the smoke expecting to see the second pair of vessels—the USS *Richmond* and the USS *Genesee*—he saw nothing. Farragut waited anxiously, but none of the other ships had successfully made the turn. The *Richmond* had been hit in the steam-pipe and floundered in the current. After two hours of being pounded by Port Hudson's guns, she lost three killed and twelve wounded. The rest of fleet had fared even worse. The USS *Monongahela* grounded, lost her escort, lost her engines and eventually drifted downstream with six dead and twenty-one wounded. The USS *Mississippi* struck a shoal and was destroyed by Confederate fire. Her captain and crew were forced to abandon her and set her on fire, and she blew up at around 5 a.m. Sixty-four of her crew were missing, with twenty-five of those presumed dead.

Farragut reported the "disaster to my fleet" to Secretary Welles. Taking the blame, he wrote "I therefore have the satisfaction of knowing that I acted to the best of my judgment, and hence am only answerable for the

⁴⁷ Farragut, *The Life of David Glasgow Farragut*, 300.

⁴⁸ Sledge, "The Union's Naval War in Louisiana," 107-8.

⁴⁹ Mahan, *Great Commanders*, 212-13.

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imperfection of that judgment.”⁵⁰ Blame for the disaster did not rest entirely with Farragut. It was dark and with the very heavy smoke from the guns, the fog of war was literal. The *Hartford* had a pilot on the mizzen-top who could communicate with the deck via a speaking tube, allowing her to navigate through the darkness and thick smoke of the artillery fire.⁵¹ In his report to the navy, Farragut attributed the survival of his ship to this detail. The U.S. Navy’s noted 19th/early 20th-century naval strategist and theorist Captain (later Admiral) Alfred T. Mahan counted this as Admiral Farragut’s only mistake at the battle, noting that the following ships could not see the flagship in the smoke and were left to their respective- commanders. The *Richmond* was disabled by a well-placed shot, and the other two pairs just didn’t make the adjustments to make the turn at speed. The army was also five miles from Port Hudson when Farragut began his run—the planned diversion never came and the fleet bore the full brunt of Port Hudson’s guns. Farragut could be faulted for being too aggressive in his plan, but, as he wrote in a letter to his wife, he was aware of the danger:

It has pleased God to permit me to arrive here in safety, and once more to address you from this ill-fated place. I passed the batteries of Port Hudson with my chicken (the Albatross) under my wing. We came through in safety. Your dear boy and myself are well [Loyall was onboard the *Hartford*, on deck with his father during the run]. He was cool under fire, and bore himself well....The other ships failed to come past the forts, and I fear to hear the news from below. The fight was nothing to us. *You know my creed: I never send others in advance when there is a doubt; and, being one on whom the country has bestowed its greatest honors, I thought I ought to take the risks which belong to them. So I took the lead. I knew the enemy would try to destroy the old flag-ship, and I determined that the best way to prevent that result was to try and hurt them the most* [emphasis added by Loyall Farragut]...War has its ups and downs, and we must meet good and bad fortune with becoming fortitude.⁵²

Union strategy on the river shifted to infantry assaults on the fortifications at Port Hudson and Vicksburg. Farragut and Porter now moved to help Banks and Grant in the south and north, respectively. Farragut left the *Hartford* with Porter and the upper fleet and went south to take charge of the fleet that would besiege Port Hudson.

Grant’s campaign at Vicksburg is among the most recounted of the Civil War; it resulted in the surrender of the entire Confederate garrison there on July 4, 1863. Porter’s gunboats had bombarded the city from the water and cut off supplies and reinforcements, and Grant’s troops did the same from the landward side. Like Vicksburg, Port Hudson was under a combined land-water siege from the army in the rear and Farragut’s force on the river. After the fall of Vicksburg, Port Hudson was in an entirely untenable position; it was cut-off from the north and south with no hope of relief. The Confederate defenders surrendered on July 9, 1863.

The Vicksburg and Port Hudson campaigns were among the most successful joint army-navy operations of the entire Civil War. Union General Ulysses S. Grant was supremely complimentary of the efforts of Farragut’s fleet in his memoirs. “The navy...was all it could be, during the entire campaign. Without its assistance the campaign could not have been successfully made with twice the number of men engaged. It could not have been made at all, in the way it was, with any number of men, without such assistance. The most perfect harmony reigned between the arms of service.”⁵³ Farragut soon handed control of the river over to Porter and sailed the *Hartford* back to the east coast for repairs, where the *Hartford* was found to have been hit 240 times in her nineteen months of service.

⁵⁰ Quoted in Farragut, *The Life of David Glasgow Farragut*, 325.

⁵¹ Mahan, *Great Commanders*, 214.

⁵² Quoted in Farragut, *The Life of David Glasgow Farragut*, 343.

⁵³ Grant, *The Personal Memoirs of US Grant*, 227.

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Farragut had begun reconnoitering at Mobile Bay, Alabama, as early as January of 1864, hoping for a quick attack. Instead, he spent months working blockade duty and working through the mountains of required paperwork generated throughout his far-reaching command. His time was split between Pensacola and New Orleans, but he also spent a great deal of time monitoring confederates defenses at Mobile Bay. He wrote to a colleague in late May: "I am watching [Confederate Admiral] Buchanan in the ram Tennessee. She is a formidable-looking thing, and there are four others, and three wooden gunboats. They say he is waiting for the two others to come out and attack me, and then raid upon New Orleans. Let him come. I have a fine squadron to meet him, all ready and willing. I can see his boats very industriously laying down torpedoes, so I judge that he is quite as much afraid of our going in as we are of his coming out."⁵⁴

The reasons for Farragut's self-enforced delay in attacking Mobile Bay were two-fold. First Farragut needed the Union army; Mobile required a joint naval-infantry/artillery assault similar to those undertaken successfully at Port Hudson and Vicksburg, and to move without land forces would be unnecessarily audacious. Secondly, based on the presence of a Confederate fleet, and especially the Confederate ironclad ram *Tennessee*, Farragut needed ironclads to support his wooden fleet.⁵⁵ It would be early August before both the troops and the Union ironclad "monitors" required were available for the assault; then Farragut only had to wait for a favorable wind and tide.

The U.S. Navy's noted late 19th/early 20th-century geostrategist and historian Alfred Thayer Mahan's later analysis of the defenses at Mobile Bay concludes that they were superior to New Orleans in every respect. The three forts protecting the harbor were better sited and better armed than Forts Jackson and St. Phillip had been. Mahan also asserts that the Confederate fleet was much more formidable at Mobile, especially as it was augmented by a triple line of tethered mines, known at that time as "torpedoes," moored across from Fort Morgan along the western side of the bay's main and only deep-draft entrance channel. To counter the guns of Fort Morgan on the east and Fort Gaines to the west of the channel, which Farragut's fleet would be under fire from for a half an hour before they could begin to return fire, Farragut lined his wooden ships together in two columns, lashed them together as he had done at Port Hudson, and placed his column of Monitor-class ironclads just to the east of his wooden steamers. Once again, this would allow him to bring the greatest number of his guns to bear on the forts and allow each of his vessels to be, in effect, pre-lashed to a "tow" boat. Mahan could find no fault with the admiral's tactics, other than to note that current (i.e. 1892) U.S. navy practice would not recommend arranging the column's firepower in order of the highest to lowest, van to rear.

The night before the attack Farragut wrote a letter to his wife and son and made sure that his skippers were ready. His orders to his subordinates were similar to those at New Orleans.

GENERAL ORDER No. 10. [July 12, 1864] Strip your vessels and prepare for the conflict. Send down all your superfluous spars and rigging. Trice up or remove the whiskers. Put up the splinter nets on the starboard side, and barricade the wheel and steersmen with sails and hammocks. Lay chains or sand-bags on the deck over the machinery, to resist a plunging fire. Hang the sheet chains over the side, or make any other arrangement for security that your ingenuity may suggest. Land your starboard boats, or lower and tow them on the port side, and lower the port boats down to the water's edge. Place a leadsman and the pilot in the port quarter boat, or the one most convenient to the

⁵⁴ Quoted in Farragut, *The Life of David Glasgow Farragut*, 401.

⁵⁵ Mahan, *Great Commanders*, 243-45.

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commander....The vessels will run past the forts in couples, lashed side by side, as hereinafter designated. The flag-ship will lead....⁵⁶

Farragut's orders also included a lesson from Port Hudson: if any ship faltered or became disabled and the consort could not move her, the other ships were to keep going. Although the initial orders indicated Farragut and the *Hartford* was going to lead, he was convinced by his subordinate officers to let the *Brooklyn* take the lead instead. With the *Brooklyn* in the lead, the fleet steamed towards Mobile Bay around 7 a.m. on August 5, 1864. Farragut was positioned in the port main rigging and watched the shelling through his spyglass. As the smoke increased, he reportedly began climbing up until he was almost at the maintop. The captain of the *Hartford*, apparently alarmed for his admiral's safety, directed a member of the ship's crew to bring Farragut a rope so that he might be more secure. The image of the sixty-year old admiral secured to the rigging of the *Hartford* as she steamed into a hail of artillery from the forts at Mobile Bay became a navy legend. In the late nineteenth century, there was debate about the veracity of the story, but whether it was actually true or not is irrelevant. It was believed true in the popular imagination and in navy lore. According to Farragut's biography as written by his son Loyall, the admiral was never one place very long and that he moved from the port main rigging to the port mizzen rigging to the aft poop deck as the battle dictated.⁵⁷

As the fleet approached the line of moored "torpedoes," Captain Craven of the USS *Tecumseh* saw the Confederate ram *Tennessee* and altered his course to port (westward, across the column of Farragut's paired wooden steamers) to put his vessel between the *Tennessee* and her apparent prey. The move placed the *Tecumseh* within the Confederate torpedo field with fatal consequences. The *Tecumseh* hit a torpedo, exploded and sunk in twenty-five seconds with over a hundred of her crew onboard.⁵⁸ The *Tecumseh*'s edge to port also pushed the left-hand column of the wooden ships dangerously close to the buoys marking the minefield.⁵⁹ As a consequence, the Union's lead-ship, the USS *Brooklyn*, saw the line of buoys and lost either the line or her confidence and stopped her engines. She drifted too far out of position, lost the center channel and was unable to pass to the east of the buoys; worse yet, the complete stop of the *Brooklyn* threatened to hold up the entire Union column under the guns of the Confederate forts. The *Hartford* and the USS *Metacomet*, lashed together, swung out of the line to pass the frozen *Brooklyn* on her port.⁶⁰ That required the *Hartford* and the *Metacomet* to steam directly through the torpedo field, but Farragut ordered them both ahead. The *Brooklyn* signaled a warning about the torpedoes and Farragut shouted what has become one of the most famous commands in any navy's history: "Damn the torpedoes! Four bells! Captain Drayton, go ahead! Jouett, full speed!"⁶¹ The pair steamed though the mines unscathed; sailors reported hearing the mines hitting the hull and the audible click of the primers, but none exploded. The line of Union vessels behind Farragut followed—literally in his wake. Farragut wrote in his official report:

I dashed ahead with the *Hartford*, and the ships followed on, their officers believing that they were going to a noble death with their commander-in-chief. I steamed through between the buoys, where the torpedoes were supposed to have been sunk. These buoys had been previously examined by my flag-lieutenant, J. Crittenden Watson, in several nightly reconnaissances. Though he had not been able to discover the sunken torpedoes, yet we had been assured, by refugees, deserters, and others, of their existence; but, believing that, from their having been some time in the water, they were probably

⁵⁶ Quoted in Farragut, *The Life of David Glasgow Farragut*, 409-11.

⁵⁷ Farragut, *The Life of David Glasgow Farragut*, 426.

⁵⁸ The remains of the *Tecumseh* and her crew still lie on the bottom of Mobile Bay in this location.

⁵⁹ Symonds, "Damn the Torpedoes! The Battle of Mobile Bay" *Hallowed Ground*.

⁶⁰ *Ibid*.

⁶¹ Four bells is a naval command for engines to be driven at the maximum speed. Captain Drayton commanded the USS *Hartford* and Jouett the USS *Metacomet*.

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innocuous, I determined to take the chance of their explosion.⁶²

As the fleet cleared the minefield, the *Tennessee* headed towards the Union line and fired a broadside at each vessel as they passed and then steamed for the protection of the guns of Fort Morgan. Farragut unleashed his paired vessels and sent his own gunboats to hunt down the enemy's. The *Tennessee*, in an act that Mahan termed "inconsiderate bravery," then moved out from under the relative safety of the guns of Fort Morgan and came back to engage the Union fleet.⁶³ Confederate Admiral Buchanan aimed the CSS *Tennessee* right at the Union Admiral Farragut's *Hartford*, hoping to recreate the success he had at Hampton Roads when his CSS *Virginia* took down the *Cumberland*. The attempt to ram the faster *Hartford* failed, but the ships passed close to one another at point-blank range and the *Tennessee* steamed into the line of Union ships. Buchanan likely thought he would have the advantage because the *Tennessee*, while slow in comparison to many of the Union vessels, could engage the Union fleet in the tight space and could fire in practically any direction and hit an enemy. The effect, however, proved entirely different. The Union monitors poured directed fire into the ram at range of less than 100 yards; the USS *Chickasaw* herself put fifty-two shells at the *Tennessee*. The close-quarter cannonades damaged the gun ports and steering chains of the *Tennessee*, which crippled the already-unwieldy vessel, and she surrendered; Confederate Admiral Buchanan severely broke a leg in the process.

The day had been bloody—Farragut's fleet had lost 335 men in three hours of fighting. However, Farragut now was fully in control of Mobile Bay and had isolated Confederate Fort Morgan and Fort Gaines from re-supply. Unlike at New Orleans, there was no mutiny among the Confederates; both of these forts had to be pounded into submission. Located on a small sand spit out in the middle of the shoal western approaches to the bay, Mobile Bay's only other Confederate fort—Powell—which was not built to withstand bombardment from the rear, was abandoned and blown up the night of Farragut's triumph. Army siege lines eventually put Fort Gaines in a completely untenable position, and that garrison surrendered on August 7, 1863. Siege guns were brought in from New Orleans and brought to bear on Fort Morgan, which finally surrendered on August 23.

Farragut always regretted his decision to let the *Brooklyn* lead and blamed the loss of the *Tecumseh* on his giving in to his subordinates in that regard. In a letter home, he wrote: "The fact is had I been the obstinate man you sometimes think me, I would have led in the fleet and saved the *Tecumseh*."⁶⁴ Mahan also quoted handwritten notes found in the Farragut's personal papers: "Allowing the *Brooklyn* to go ahead was a great error. It lost not only the *Tecumseh*, but many valuable lives, by keeping us under fire of the forts for thirty minutes; whereas had I led, as I intended to do, I would have gone inside the buoys [marking the minefield] and all would have followed me"⁶⁵

Losing the *Tecumseh* was regrettable, but the toll could have been worse. If Farragut had faltered and allowed his fleet to roll up under the guns of the forts, or tried to reverse out, it could have cost him his entire fleet. Not long thereafter, British Rear Admiral R.V. Hamilton, spoke to Farragut's leadership at Mobile: "It appears to me that a disastrous defeat was converted into victory by (in so unexpected a contingency) the quickness of eye and power of rapid decision Farragut possessed, which saw at a glance the only escape from the dilemma the fleet were placed in, and which can only be acquired by a thorough practical knowledge in the management of fleets, and for want of which no amount of theoretical knowledge, however desirable in many respects, can make up in the moment of difficulty."⁶⁶

⁶² Quoted in Farragut, *The Life of David Glasgow Farragut*, 430-1.

⁶³ Mahan, *Great Commanders*, 284.

⁶⁴ Ibid.

⁶⁵ Ibid.

⁶⁶ Quoted in Farragut, *The Life of David Glasgow Farragut*, 461-2.

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The *New York Times* again heaped praise upon Farragut, calling the victory “glorious” and assuring its readers that the actions of the “Immortal Farragut” at Mobile “will be one of the greatest triumphs of the war—only second in importance, in this line, to the capture of New Orleans.”⁶⁷ The nation in general well understood the symbolic as well as military significance of the battle. Although Mobile itself had not fallen, the Gulf Coast was effectively sealed to raiders and blockade runners. The Confederacy was being economically strangled out of existence.

Farragut’s actions were fearless in a time that respected and venerated such bravery. Secretary of the Navy Gideon Welles Department’s official congratulations were once again published in the *New York Times*.⁶⁸ For the second time, Farragut was awarded an official Thanks of Congress—one of only a handful of the thirty Civil War officers (army and navy) who received the reward to get it twice. The importance of Farragut’s second major victory and his status as a hero to his contemporaries can be seen in the speed at which the United States government created an entirely new rank in the navy. The bill which proposed creating the rank of vice admiral was introduced in the Senate on Tuesday, December 20, 1864 and immediately passed; it went to the House of Representatives the same day and was likewise immediately passed. Lincoln signed the bill on Wednesday the 21st, nominated Farragut to the position, and sent it to Senate for confirmation. The Senate confirmed Farragut’s appointment the same day, less than twenty-four hours after it passed the bill creating the rank.⁶⁹ In yet another resolution, the *New York Times* trumpeted that the admiral “justly hold[s] a prominent place in the affections of the city, which is preeminently proud of your services,” the city offered to adopt Farragut.⁷⁰ The city’s actions were backed up with deeds. A “substantial testimonial to the great naval hero of the age” was presented to the admiral on New Year’s Day, 1865 when the citizens of New York awarded him the “magnificent sum of \$50,000 [which] was collected by voluntary contribution in the short space of ten days.”⁷¹ Farragut was moved by the gift. In his speech of thanks, he noted that he came north at the start of the war as a virtual refugee, having been forced from the south after forty years. Farragut accepted the gift, although he warned that as a naval officer he went where he was ordered. Calculating the modern purchasing power of historic dollar values is difficult and inexact at best, but \$50,000 was a substantial sum in 1865, equal to the purchasing power of more than three-quarters of a million dollars today. A northern city giving such a large gift to a southern-born officer after years of bloody fighting shows the level of prestige and respect that Farragut had obtained.

On July 25, 1866, for the first time in the history of the U.S. Navy, Congress created the new rank of admiral (four stars) and conferred it upon Farragut. Farragut had become the first rear-admiral, first vice-admiral, and first admiral in U.S. Navy history. Subsequently, he was assigned to command the European Squadron and took his flagship, the screw frigate USS *Franklin*, for an extended cruise to Portugal, Gibraltar, Italy, Minorca, Malta, Holland, Belgium, Greece, Turkey, France, Switzerland, Sweden, England and Russia from 1867-8. By special permission of President Johnson, Farragut’s wife was allowed to accompany him onboard the *Franklin* for her European trip. Historians have described the *Franklin*’s trip to Europe as purely a social tour. Farragut, his wife and his men attended galas and social events with various heads of state without a true military mission

⁶⁷ “Admiral Farragut’s Victories in Mobile Bay.” *New York Times*, 15 Aug 1864; “Cheering News” *New York Times*, 9 Aug 1864; “From Mobile: Mobile to be Taken at our Leisure/Admiral Farragut His Great Popularity Among Officers and Seaman” *New York Times*, 1 Oct 1864.

⁶⁸ “Thanks to Admiral Farragut.” *New York Times* (1857-1922), 17 Aug 1864.

⁶⁹ “Vice-Admiral Farragut,” *New York Times*, 23 Dec 1864.

⁷⁰ “ADMIRAL FARRAGUT IN NEW-YORK: Greeting on Board the Flagship Hartford/ RECEPTION AT THE CUSTOM House...,” *New York Times*, 14 Dec 1864.

⁷¹ “FARRAGUT; A Handsome New Year Present to the Brave Vice-Admiral. \$50,000 WORTH OF PUBLIC GRATITUDE. The Presentation Address and the Admiral’s Reply. Sales of the Artists’ Fund Pictures,” *New York Times*, 1 January 1865.

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or diplomatic orders. Farragut, however, observed in his journal, "Who knows but that my services may be needed here some day?" and continued to make notes analyzing the defensibility of the ports he visited.⁷²

In 1869 the admiral and his wife visited the Mare Island Navy Yard, where he was given a warm welcome by the townspeople and officers and men at the naval base. On the way home from the West Coast, Farragut became ill. He recovered, but it was clear that by this time his health was rapidly failing. Farragut's final official duty consisted of oversight of the naval obsequies of George Peabody at the Portsmouth Navy Yard in Portland, NH, a facility then commanded by Farragut's bother-in law, Rear Admiral A.M. Pennock.⁷³ However, Farragut spent most of this assignment confined to a sickbed in the Commandant's residence--Quarters A--where he died on August 14, 1870.

Farragut's first funeral ceremony was held at the Portsmouth Naval Yard on August 17, 1870. The *New York Times* correspondent described it as the largest ever in that state. A mile-long procession of military officers, congressmen, various federal officials, officials from multiple towns, cities and states, and other citizens attended, and all business in the town was suspended. In his eulogy of Farragut, the Rev. Henry E. Montgomery, D. D. asserted that "history [would] place him by the side of WASHINGTON and WELLINGTON."⁷⁴ The Portsmouth funeral was impressive, but it turned out to be, in effect, only a dress rehearsal. Mayor Abraham Oakey Hall of Farragut's adoptive home, New York City, asked the Naval Department to send a warship to convey his remains back to the city for a second, more grandiose, public funeral. Hall claimed Farragut as a "resident and householder" of the city at the time of his death and felt that it was therefore "befitting that our Metropolis should render proper tribute of respect to the honored remains of our country's great hero...."⁷⁵ October 1st was chosen as the date, and the Woodlawn Cemetery in the Bronx was chosen as the site. Loyall Farragut described the scene at this father's funeral:

The public schools and offices, the Custom-House, the Stock Exchange, and the leading mercantile houses were all closed. The city edifices were draped, bells tolled, and minute guns fired. A procession which included the President of the United States and members of his Cabinet, many naval and military officers, veteran associations, ten thousand soldiers, the Fire Brigade, and numerous civic societies, escorted the body, which was borne by sailors, from the boat-landing to the Harlem train at Forty-seventh Street, by which it was taken to Woodlawn Cemetery, in Westchester [now Bronx] County, the trustees of which had set apart for the purpose a beautiful plot of ground. There it now rests, under a monument erected by the Admiral's widow and son.⁷⁶

Despite the pouring rain, his funeral procession was two miles long and included 10,000 soldiers and sailors, including President Ulysses S. Grant. Over the next several years, Memorial Day (then known as "Decoration Day") celebrations in the city included prominent parades to and ceremonies at Farragut's grave.

Since Farragut's death, there have been hundreds of other public displays of veneration for the admiral. Campbell's Station, Tennessee, Farragut's birthplace, was renamed Farragut in 1982; other towns, parks, roads, schools and academies, and places across the nation have been named after him as well. Farragut State Park in Idaho was used as a naval training base during World War II. Likenesses of Farragut have been included on

⁷² Farragut, *The Life of David Glasgow Farragut*, 486.

⁷³ George Peabody was a prominent American Unionist, merchant, financier, and philanthropist of the Civil War era. For additional information on Peabody, see (Encyclopedia of the American Civil War – look up proper citation

⁷⁴ "FARRAGUT'S FUNERAL.: Obsequies of the Great Admiral at Portsmouth Yesterday. Removal of the Body from the Navy Yard--Immense Concourse of People Exercises at the Church--Address of the Officiating Clergyman." *New York Times*, 18 Aug 1870.

⁷⁵ "The Burial of Farragut," *New York Times*, 16 September 1870.

⁷⁶ Farragut, *The Life of David Glasgow Farragut*, 541.

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U.S. postage stamps at least three times, as well as on U.S. treasury notes. A well-known, U.S. Government World War I recruiting poster depicts Farragut shouting “Damn the Torpedoes” from the rigging of the *Hartford*. To date, the US Navy has named one torpedo boat, four destroyers, and a World War II liberty ship for him. A stained-glass window in the chapel at the US Naval Academy depicts Farragut in the rigging of the *Hartford*.

The Smithsonian American Art Museum's Research Database (SIRIS) includes data on more than 150 paintings and portraits as well as over sixty sculptures of Farragut located within the U.S.⁷⁷ Paintings of the admiral are found among the actual collections of a number of major U.S. museums, including the Smithsonian National Museum of American History (which also owns Farragut's uniform from Mobile Bay), the Mary M. Miller Springfield Art Center in Washington DC, the Chicago History Museum, the Pennsylvania Academy of the Fine Arts, the Army and Navy Club in Washington, DC, and the Union League of Philadelphia. The National Portrait gallery preserves multiple paintings of him, as do the Library of Congress, the Naval Historical Center, and the US Naval Academy Museum. The Ogden Museum of Southern Art (New Orleans), the Birmingham (AL) Museum of Art, and the Wadsworth Athenaeum Galleries in Hartford, Connecticut all own large oil paintings depicting Farragut's entrance into Mobile Bay, while the New Orleans Museum of Art preserves an oil painting of “Farragut's Fleet Passing the Forts Below New Orleans.”

In addition to paintings and other two-dimensional images, there are busts and sculptures of Farragut in the collections of many major museums across the nation, including the Smithsonian, the Metropolitan Museum of Art, the New York University Hall of Fame, the Portland (ME) Museum of Art, the New York Historical Society, and the Hall of Fame for Great Americans (Bronx); both the U.S. Naval Academy (MD), and the Naval Historical Foundation (VA) own several examples. Bronze sculptures of the admiral are located in the interiors of the state capitols in both Tennessee and Iowa. Major outdoor sculptures of Farragut include an 1865 bronze located in Seven Congress Square, Portland, Maine, a 1908 Battle of Mobile Bay Monument in Mobile, Alabama, the National Naval Memorial in Washington, D.C., an 1893 bronze in South Boston at Marine Park, and a bronze in Hackley Park in Muskegon, Michigan. Farragut also appears on numerous soldiers and sailors monuments and/or war monuments depicting other Union Civil War heroes. These include a white bronze (zinc) monument depicting Washington, Lincoln, Farragut, and Grant in Eldora, Iowa; an 1885 bronze Civil War Soldiers Monument in Grand Rapids Michigan; an 1869 Civil War Memorial depicting Grant, Farragut, Lincoln, and Sherman in Detroit, Michigan; an 1887 Grand Army of the Republic (G.A.R.) Soldiers and Sailors Monument in Baldwinsville, New York, depicting Farragut, John Alexander Logan and William Tecumseh Sherman; and the 1891 zinc Nevada's Tribute to Union Soldiers and Sailors in Carson City, Nevada. In 1881 New York City commissioned one of best-known statues of Farragut, a massive, larger-than-life bronze of the admiral for Madison Square Park. The monument was the collaborative work of famed sculptor Augustus Saint Gaudens and architect Stanford White, and of worldwide renown; a copy of this statue stands in Cornish, New Hampshire.

The United States government officially commemorated Farragut in 1872, when Congress appropriated \$20,000 for a bronze statue to be placed in Washington, DC. Artist Vinne Ream, who had sculpted Abraham Lincoln for the Capitol Rotunda was chosen to produce the work, apparently at the suggestion of Farragut's widow. William H. Shock, engineer in chief at the Washington Navy Yard, suggested that the bronze for the statue come from propellers that had once been on the admiral's flagship the *Hartford*; this was also the source for the bronze mortars adorning the pedestal.⁷⁸ The statue still stands in its original location in Farragut Square in downtown Washington, D.C. President James Garfield spoke the following words when he dedicated the statue of Farragut that now stands in Washington, DC's Farragut Square:

⁷⁷ Smithsonian American Art Museum's Research Database, <http://collections.si.edu>.

⁷⁸ Bohan, “The Farragut Monument: A Decade of Art and Politics, 1871-1881.”

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Fellow-Citizens: It is the singular province of art to break down the limitations which separate the generations of men from each other, and allow those of past generations to be comrades and associates of those now living. This capital is silently being filled up with the heroes of other times. Men of three wars have taken their places in silent eloquence as the guardians and guides of the Nation they loved so well; and as the years pass on these squares and public places will be rendered more and more populous, more and more eloquent, by the presence of dead heroes of other days. From all quarters of the country, from all generations of its life, from all portions of its service, these heroes come, by the ministry and mystery of art, to take their places and stand as permanent guardians of our Nation's glory. To-day we come to hail this hero, who comes from the sea, down from the shrouds of his flagship, wreathed with the smoke and glory of victory, bringing sixty years of National life and honor, to take his place as an honored compatriot and perpetual guardian of his Nation's glory. In the name of the Nation, I accept this noble statue; and his country will guard it as he guarded his country.⁷⁹

Farragut is one of only four men depicted in statue form at the Union Naval Memorial (Foote, Porter, and CH Davis are the other three). His words at Mobile Bay are inscribed on the 1980 National Naval Memorial on Pennsylvania Avenue in Washington, DC, alongside those of other acknowledged American 19th-century naval heroes such as John Paul Jones, Oliver Hazard Perry and George Dewey. In 1899 a jubilant New York City erected a triumphal arch for Commodore George Dewey's victory at Manila Bay. The sculptors chose eight men to be represented by full-length portraits—Commodore John Paul Jones, Commodore Isaac Hull, Commodore Thomas MacDonough, Commodore Stephen Decatur, Commodore Oliver Hazard Perry, Lieutenant Cushing, Admiral David Dixon Porter and Admiral David Glasgow Farragut.

Perhaps one of the most telling illustrations of Farragut's veneration within the ranks of the U.S. Navy itself occurred in 1899, when the rear-admiral's flag (the first in U.S. Navy history) flown by Farragut aboard the *Hartford* during the battle of Mobile Bay was presented to George Dewey. Dewey, who had served under Farragut in the Civil War, and who was promoted in March of 1899 to the newly created top U.S. Navy rank of Admiral of the Navy, had recently become a member of the pantheon of American naval heroes in his own right with his May 1898 victory over the Spanish fleet in Manila Bay in the Philippine Islands. According to the *New York Times* correspondent covering the event:

Admiral Dewey's face twitched with emotion as he unrolled from the package a faded blue flag... 'Admiral' said Commander Barid, 'I want to present to you the first Admiral's flag ever broken out in the navy of this country. That grand old Admiral whose name and memory we all revere first hoisted this ensign upon the good ship *Hartford*... To you, upon whose shoulders has fallen the mantle of that great man, whose tactics so successfully followed a short time ago, I desire to present this flag' ... TEARS ON DEWEY'S FACE--It was solemn moment, and the tears that would not be denied ran down the bronzed face of the hero as he looked upon the almost sacred emblem spread before him.⁸⁰

Farragut's stature among successful Union Civil War naval commanders is second to none. Two relatively objective means of identifying seminal actions by naval commanders during the Civil War are available. The first is the awarding of the Thanks of Congress, which was the civilian government's recognition of significant victories. The second is the fifteen Union naval operations that earned three embroidered silver stars on the US

⁷⁹ "THE STATUE OF FARRAGUT: YESTERDAY'S CEREMONIES AT THE UNVEILING," *New York Times*, 26 April 1881.

⁸⁰ "Dewey Gives Way Before Admirers," *New York Times*, 29 September 1899.

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Navy's authorized Civil War Battle Streamer, which is the navy's own tribute and commemoration to heroic deeds during service. Not surprisingly, the two lists are remarkably similar. Eleven actions during the war received both the Thanks of Congress (TOC) and three embroidered silver stars on the Navy Battle Streamer.

| Battle Streamer | Officer (rank at time of TOC) |
|--|--------------------------------------|
| Capture of Hatteras Inlet. N.C. (29 August 1861) | Rear-Admiral Silas H. Stringham, |
| Capture of Port Royal Sound. S.C. (7 November 1861) | Captain Samuel F. Dupont |
| Capture of Fort Henry. Tennessee River (6 February 1862) | Captain A. H. Foote |
| Capture of Roanoke Island—key to Albemarle Sound (7-8 February 1862) | Captain Louis M. Goldsborough |
| <i>Monitor-Virginia</i> (ex- <i>Merrimack</i>) (9 March 1862) | Lieutenant J. L. Worden |
| Battle of New Orleans (24 April 1862) | Captain David G. Farragut |
| Capture of Vicksburg (4 July 1863) | Admiral Porter |
| <i>Kearsarge-Alabama</i> (19 June 1864) | Captain John A. Winslow |
| Battle of Mobile Bay (5 August 1864) | Vice-Admiral David G. Farragut |
| Destruction of C.S.S <i>Albemarle</i> (27-28 October 1864) | Lieutenant William B. Cushing |
| Capture of Fort Fisher. Wilmington, N.C. (13-15 January 1865) | Rear-Admiral David D. Porter |

Out of the hundreds of naval engagements during the Civil War, these eleven have been recognized as some of the navy's finest moments. Only Porter and Farragut appear on the list twice, but that is not meant to imply their actions were in any way more significant than those of others.

Of course, Farragut also suffered some reverses. The great majority of his fleet failed to run the batteries at Port Hudson, which, though a strategic victory, was arguably a tactical defeat. Likewise, the success of the cruisers like the CSS *Florida* running through blockade and raiders like the CSS *Alabama* happened on "his watch," as did the loss of Galveston. Again, though the blockade itself was a strategic success, it was punctuated by small tactical defeats. Farragut's attempt to take Vicksburg in 1862 failed, and the attack of the CSS *Arkansas* damaged the *Hartford* herself and caught Farragut completely by surprise. However, his strategically critical and absolute victories at New Orleans and Mobile greatly overshadowed any reverses that Farragut suffered in any of his Civil War commands. This was widely acknowledged during and after the Civil War by professional colleagues, politicians, the Navy Department, the press, and the public at large. Union General Benjamin Butler reflected the general tenor of the country at large when he noted, "I speak no language of hyperbole, and only the words of sincere admiration, when I say I envy you [Farragut], alone of all men, for the place you have in the hearts of your countrymen."⁸¹ Welles congratulated Farragut noting that he "illustrated the efficiency and irresistible power of a naval force led by a bold and vigorous mind, and...demonstrated what had been previously doubted—the ability of naval vessels, properly manned and commanded, to set at defiance the best constructed and most heavily armed fortifications."⁸²

Professional peers from other countries also lauded Farragut's success as a military leader, especially after his Mobile Bay victory. The *British Army and Navy Gazette* noted: "There can now be no doubt of the signal character of his victory and of the serious blow given to the Confederates in that quarter. Next to New Orleans, the city of Mobile was the greatest cotton port in the States. It was lately driving a considerable trade in blockade-running, and gave abundant supplies to the Confederacy. Now, neither can cotton go out nor goods run in, and Mobile, its inhabitants, and garrison, are thrown on the resources of the impoverished and hard-pressed Confederacy."⁸³

⁸¹ Farragut, *The Life of David Glasgow Farragut*, 439-40.

⁸² *Ibid.*, 465.

⁸³ *Ibid.*, 461-2.

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An international naval festival between England and France in 1865 prompted the esteemed French naval observer and former vice-admiral, the Prince de Joiuville, to publish an article on the state of the French navy in the monthly magazine the *Revue des Deux Mondes*. He wrote: “The Americans [at Mobile Bay] accomplished a feat of arms of which they have reason to be proud, for there is not a more transcendent one in the naval history of our time; and the skillfulness, the energy shown on this occasion, as in so many others, by Admiral Farragut, incontestably place him in the first rank among the naval officers of all nations.”⁸⁴ In *The London United Service Magazine*, a British naval tactician rebutted most of Joiuville’s conclusions but agreed with the assessment of Farragut, writing, “the 5th of August [1865] was a brilliant day for the United States’ navy,” and that Farragut’s *Hartford* “appeared to possess a charmed life amidst the battle’s ire concentrated upon her,” and, in what in this era can be considered the highest praise of an American naval officer from a British source: “Farragut is Columbia's Nelson!”⁸⁵

Analyses of the national significance of Farragut’s achievements and his stature as an iconic military commander in both the Civil War and American history in general have been published widely in numerous scholarly anthologies and histories, including James M. McPherson’s *Battle Cry of Freedom* and Shelby Foote’s *The Civil War; A Narrative*. Farragut is the only Civil War naval commander whose actions are discussed in the Colonel R. Ernest Dupuy’s, *The Compact History of the United States Army*.⁸⁶ *American Destiny*, by Mark Carnes, et. al., includes a review of Farragut’s victory at New Orleans both in the text and on a map.⁸⁷ *Liberty Equality, Power*, by John Murrin, et. al., describes Farragut’s victory at New Orleans as “one of the Union Navy’s most impressive achievements” and a “daring action.”⁸⁸ *Out of Many: A History of the American People*, by John Mack Faragher, et. al., notes that once Farragut took New Orleans, “it was only a matter of time before the entire [Mississippi] river would be in Union hands.”⁸⁹ The authors of *Created Equal: A Social and Political History of the United States*, contend that Lincoln “benefitted” in the 1864 election “from a string a string of Union victories won by Admiral David G. Farragut at Mobile, Alabama, and by General Phillip Sheridan in Virginia’s Shenandoah Valley.”⁹⁰ In *American Passages: A History of the United States*, Edmund Ayers’s, et. al. devote an entire section (about three paragraphs) to the Battle of New Orleans, concluding that because of Farragut’s actions, “...rather than a highway uniting the Upper and Lower South, the Mississippi River became a chasm separating one half of the Confederacy from the other.”⁹¹

Comparative Analysis of Known Properties Directly Associated with Farragut

Admiral Farragut Gravesite, Woodlawn Cemetery, New York City (Bronx), NY: The property’s direct, historic association with David Glasgow Farragut as a figure of transcendent national importance in the military history of the United States is well documented and undeniable. The extant landscape characteristics, physical features and fabric, and overall layout and visual appearance of the gravesite reflect very high degree of overall integrity in terms of location, design, setting, materials, and workmanship (as well as occupancy). The sculptural representations of nautical themes associated with Farragut’s career as a naval officer that embellish the upper portions of the Farragut Monument, as well as the monument’s mast-like vertical column are intact

⁸⁴ “French Naval Fleet at Portsmouth,” *Harper’s Weekly Vol. IX.—No. 458* (October 7, 1865).

⁸⁵ Pollock, *The United service magazine: with which are incorporated the Army and navy magazine and Naval and military journal, Part 1, Third Part for 1865*, 498.

⁸⁶ Dupuy, *The Compact History of the United States Army*, 70; 125.

⁸⁷ Carnes, et al., *American Destiny*, 421-2.

⁸⁸ Murrin, et al., *Liberty Equality, Power*, 411.

⁸⁹ Faragher, et al., *Out of Many: A History of the American People*, 411-2.

⁹⁰ Jones, et al., *Created Equal: A Social and Political History of the United States*, 490.

⁹¹ Ayers, et al., *American Passages: A History of the United States*, 322.

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and well preserved. Only some of the finer carving details found on the monument pedestal have become significantly dulled—a typical and virtually inevitable result of nearly 150 years of weathering in New York City climate conditions. Unlike the other known properties related to Farragut and listed below, his gravesite is the only one that retains both the necessary direct association with Farragut as a person of national stature and the high level of integrity required for designation as a National Historic Landmark. As such the property also satisfies the stipulation embodied in National Historic Landmark Criteria Exception E, which provides for consideration of designation of a grave or burial site if it is for a person of transcendent national importance and no other appropriate site, building, or structure directly associated with the productive life of that person exists.

Campbell's Station (now Farragut) Tennessee

Farragut was born in Campbell's Station, Tennessee; however, whatever building or structures may have been associated with Farragut's life at this location are no longer extant. A commemorative marker identifying the site as Farragut's birthplace that had been installed by the Daughters of The American Revolution and dedicated by Admiral George Dewey in 1907 was sold to a private collector and removed from the site in 2011. While Farragut's birthplace may retain the ability to provide archaeological information, it is highly unlikely that such information will prove nationally significant.

Mare Island Naval Ship Yard

Between 1854 and 1858, Farragut was the first commandant of Mare Island Navy Yard. The "Admiral's House" and a number of other structures associated with Farragut's tenure as the facility's first commanding officer are still extant, and the complex as a whole has been listed as part of the Mare Island Navy Yard Historic Landmark (NHL) historic district. However, according to the NHL documentation on file for this district, neither the "Admiral's House" nor any other of the district's contributing resources that date from Farragut's tour as the facility's first commander (1853-1858) retain the high level of integrity required for NHL designation. In addition, none of the contributing properties associated with Farragut directly relate to his emergence and recognition as a nationally significant person during and after the Civil War.

128 Washington Avenue, Hastings-on-Hudson, New York

Farragut moved his family to Hastings-on-Hudson, a small village on the Hudson River in Westchester County, New York in 1861. Three extant properties in Hastings-on-Hudson appear to have been associated with Farragut. Although there remains some confusion about the exact details and dates, Farragut is believed to have rented half of the surviving duplex located at 128 Washington Avenue between 1861 and 1866, where he lived while awaiting his first Civil War command assignment and where his wife and teenage son lived throughout the duration of the war. The duplex is a two-story, wood-frame, Carpenter Gothic-style building with a broad, relatively low-pitched gable roof, board-and-batten siding, ornamental brackets, a full-width front veranda, and casement windows with shutters; front entrances are at opposite ends of the veranda. The exterior of the building retains high integrity on its front and side elevations; however, an original rear kitchen wing with woodshed and privy was removed due to deterioration and replaced with a contemporary two-story wing with an attached, full-width rear deck. In the interior, while the first floor plan is generally intact, most original trim and wall fabric has been removed and/or replaced. All original fireplace openings except one have been covered; fireplace mantels are missing. While a demising wall survives in its original location in the parlors on each side of the duplex, a passage has been cut through across the rear as part of the house's conversion from a duplex to a single-family dwelling. Overall, the house appears to retain enough historic integrity to qualify for individual listing in the National Register; however, it does not appear to retain the high integrity required for

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NHL designation for the period it is believed to have been occupied by the Farragut family. Any residency by Farragut at this location would have also pre-dated his rise to national prominence.

60 Main Street, Hastings-on-Hudson, New York

After the war, Farragut acquired the extant house at 60 Main Street in Hastings-on-Hudson, which is located one block south of the duplex described above. The Hastings-on-Hudson Historical Society asserts that the Farragut family lived in 60 Main Street for only one year, even though it appears that Farragut may have originally intended to live in the house during his retirement.⁹² Although there is no known photograph of the house dating from the 1860s through the 1880s, a ca. 1900 historic photograph that shows its form, materials, and decoration were similar if not identical to what exists today. The two-story, wood-frame house sits on a high, cut-stone, raised basement and is two bays deep and six bays wide. The building's primary (west) elevation features a two and one-half story, one-bay-wide, gabled projecting central pavilion with paired upper story windows flanked by two-story window bays. The photograph also shows two small verandas on this elevation, which faces the river; these no longer survive and it is not known if they were original. Today, a large full-width contemporary deck spans the west elevation. The current clapboard siding may have replaced original board-and-batten siding, although clapboard siding is clearly in place in the ca. 1900 photograph referred to above. The house's main gable roof is supported by projecting eaves elaborated with brackets; the extant two-over two double-hung sash windows appear to be original. Also shown in the ca. 1900 photograph are a prominent cupola with gable roof fronted by a widow's walk extending over the center projecting bay; neither of these two features survive. In the interior, the plan is defined by a surviving original grand central stair, which originally had flanking parlors (no longer extant). Originally a single-family structure, at some point after the Farragut family ceased to live in it the house was divided in half for use as a duplex, and a demising wall was inserted in the middle of the original grand central stair; when the house was returned to single-family use in 1950, this non-original center stair wall was removed. However, other original first floor partitions were also removed on the north side of the house, and the original fireplaces in the north parlors have been altered. New floors have also been installed. The original south parlor with fireplace and marble mantel survives, but few original first floor moldings, wall surfaces, and baseboard trim remain. When considered in combination with exterior changes to the building, these changes result in a lack of high integrity for the building from Farragut's occupancy.

Zion (now Grace) Episcopal Church, Hastings-on-Hudson, New York

The third building located in Hastings-on-Hudson that had some direct association with Farragut is Zion (now Grace) Episcopal Church. After the war, Farragut donated \$1,000 of the prize money that he received for defeating a Confederate raider at Mobile Bay toward construction and/or furnishing (reports differ) of Zion Episcopal Church, which was designed by Richard Upjohn. Farragut apparently laid the cornerstone for the church and is said to have worshipped there. A *New York Post* article stated that the mast of Farragut's ship, the USS *Hartford*, was erected at the church "as a liberty pole, to show that the Admiral was one of the beloved and respected citizens of this village."⁹³ Renamed Grace Episcopal Church in 1907, the Richard Upjohn-designed building was originally located down the street from Farragut's house at 60 Main Street (Main Street in this part of Hastings-on-Hudson slopes steeply east to the river) and was moved up the hill sometime after Farragut's lifetime.⁹⁴ The fact that this building was moved long after Farragut's departure from Hasting greatly

⁹² Farragut was never formally retired by the U.S. Navy; he remained on active duty until his death at Portsmouth Naval Ship Yard in 1870. However, he wrote that "after I have finished my work, I hope to be allowed to spend the remainder of my days in peace and quiet with my family on the banks of the Hudson." Quoted in Farragut, *The Life of David Glasgow Farragut*, 394.

⁹³ *New York Post*, 29 September 1919.

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diminishes the relatively limited association it had with Farragut, even during his lifetime, and precludes serious consideration of the property as a Farragut-based NHL.

115 East 36th Street, New York, New York

Farragut is known to have owned one other residence after the Civil War. This house, at 115 East 36th Street in Manhattan, was purchased with the \$50,000 in prize money received from the City of New York in recognition of his accomplishments in service of his country during the war. Built in 1858-59, the three-story brick row house is located in today's Murray Hill Historic District, which was listed in the National Register on October 25, 2003. Farragut purchased the residence in 1865. While it remains somewhat unclear how much time Farragut himself actually spent living here (the US Census for 1870 lists him as a resident of this house), his wife and son occupied and retained ownership of the row house until Loyall Farragut's death in 1916. The exterior of the Murray Hill house has been altered by the removal of its original prominent exterior front entry stairway entrance, as well as modifications to the original window hoods. The building was converted from a single-family into a multi-family dwelling in 1947 and now contains seven apartments. Due to the resulting interior changes in common with the exterior modifications described above, this property does not appear to retain the high level of integrity dating from Farragut's ownership/occupancy required for NHL designation.

Quarters A (Commandant's Quarters), Portsmouth Naval Ship Yard, Kittery, Maine

Farragut died in 1870 at the Portsmouth Naval Ship Yard while on temporary assignment. During this short period, he was housed in the shipyard's "Quarters A," a contributing property to the Portland Naval Ship Yard historic district, which was listed in the National Register of Historic Places on July 7, 1977. The exterior of Quarters A appears to retain high integrity. However, even if the interior of the building currently retains high integrity, the property's association to Farragut (i.e., the place he happened to be when he died) is at best cursory and not sufficient to warrant individual NHL designation.

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Previous documentation on file (NPS):

- Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
- Previously Listed in the National Register.
- Previously Determined Eligible by the National Register.
- Designated a National Historic Landmark.
- Recorded by Historic American Buildings Survey: #
- Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: less than one acre

| | | | |
|-----------------|-------------|----------------|-----------------|
| UTM References: | Zone | Easting | Northing |
| | 18 | 595560 | 4527240 |

Verbal Boundary Description: See attached map.

Boundary Justification: The boundary was drawn to encompass the plot containing the remains of Admiral Farragut as originally laid out.

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NATIONAL HISTORIC LANDMARKS PROGRAM
April 20, 2012

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Farragut Monument, looking southeast. Low stone with David Farragut's initials in foreground. Photograph by Kathleen LaFrank, September 2011.

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Farragut gravesite showing monument (far left) and path outlining circumference of nominated site. Low stones with David and Virginia Farragut's initials and David Farragut in-ground plaque to right of monument. Photograph by Kathleen LaFrank, September 2011.

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General view of grounds and other monuments surrounding Farragut gravesite (far left). Photograph by Alexis Abernathy, December 1, 2011.

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Farragut monument, looking southeast, detail of David Farragut inscription and military iconography, including draped sail, compass, broken sword, pin rail with belying pins and stylized shield. Photograph by Kathleen LaFrank, September 2011.

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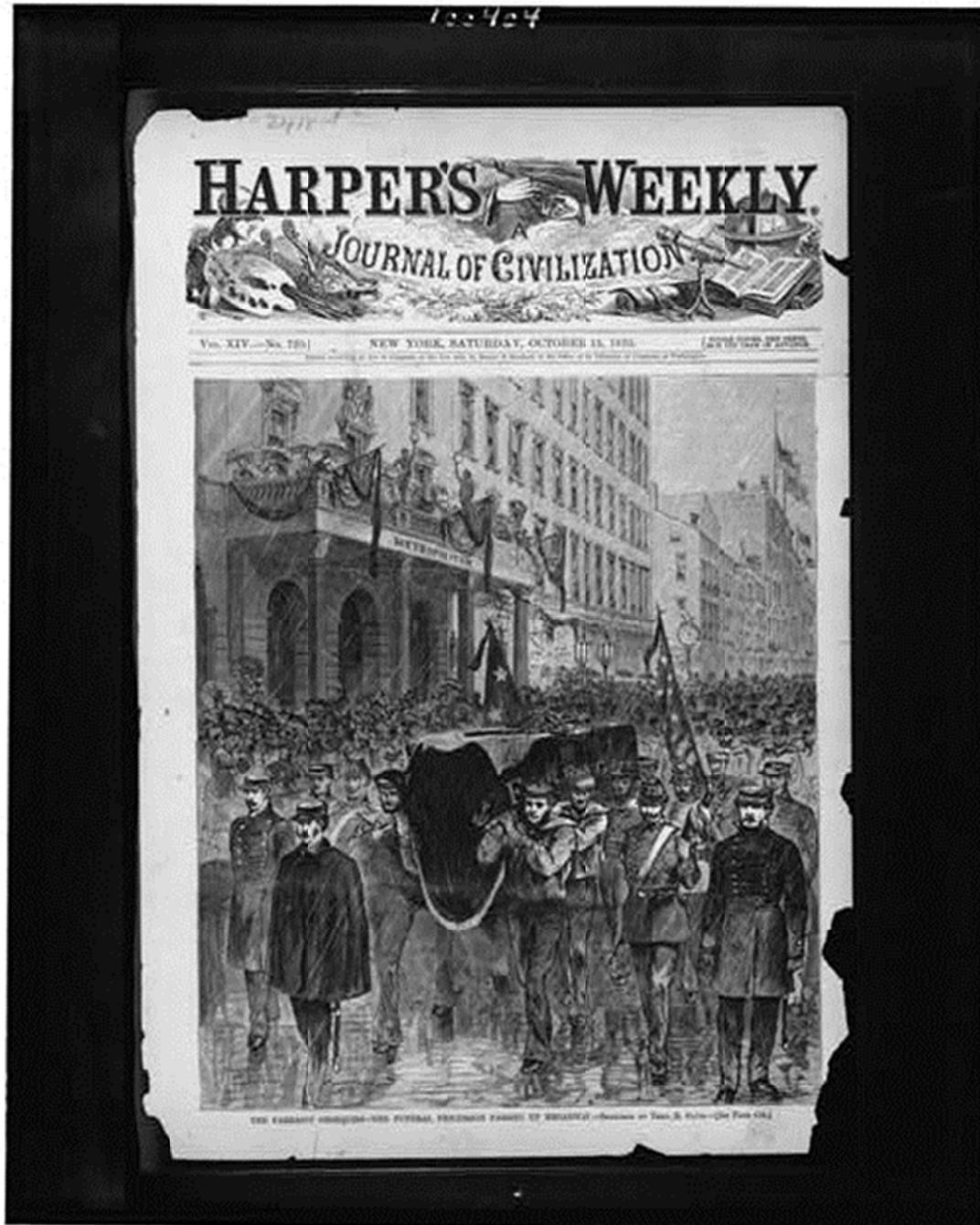
Farragut monument, looking north, detail of Virginia Farragut inscription and military iconography, including a stylized shield and speaking trumpet. Photograph by Kathleen LaFrank, September 2011.

ADMIRAL DAVID GLASGOW FARRAGUT GRAVESITE

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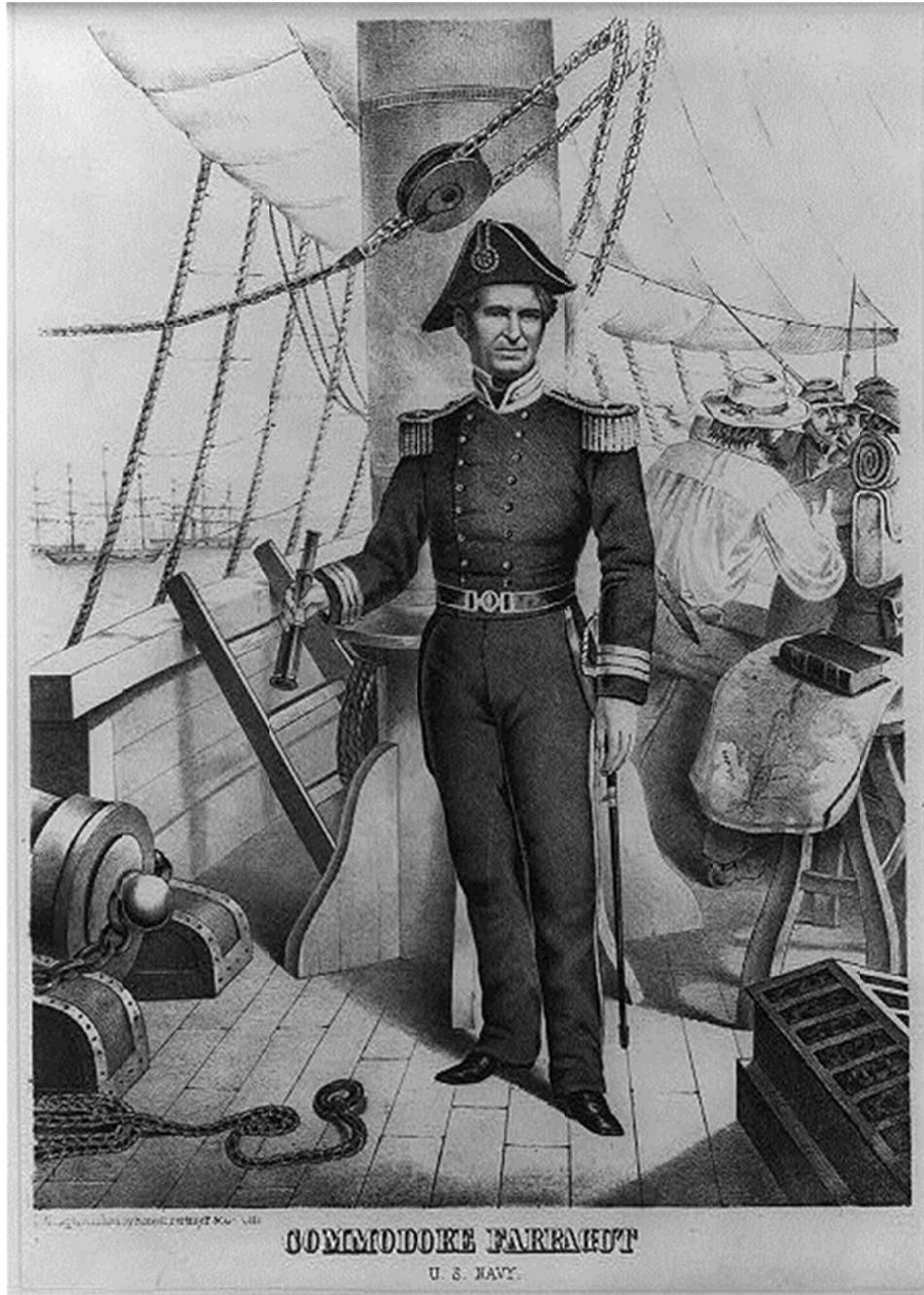
Harper's Weekly print of The Farragut obsequies – the funeral procession passing up Broadway, sketched by Theodore R. Davis, October 15, 1870. Courtesy of Library of Congress, Prints & Photographs Division, LC-USZ62-100404.

ADMIRAL DAVID GLASGOW FARRAGUT GRAVESITE

United States Department of the Interior, National Park Service

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Commodore Farragut, n.d. Courtesy of Library of Congress, Prints & Photographs Division, LC-USZ62-14601.

ADMIRAL DAVID GLASGOW FARRAGUT GRAVESITE

United States Department of the Interior, National Park Service

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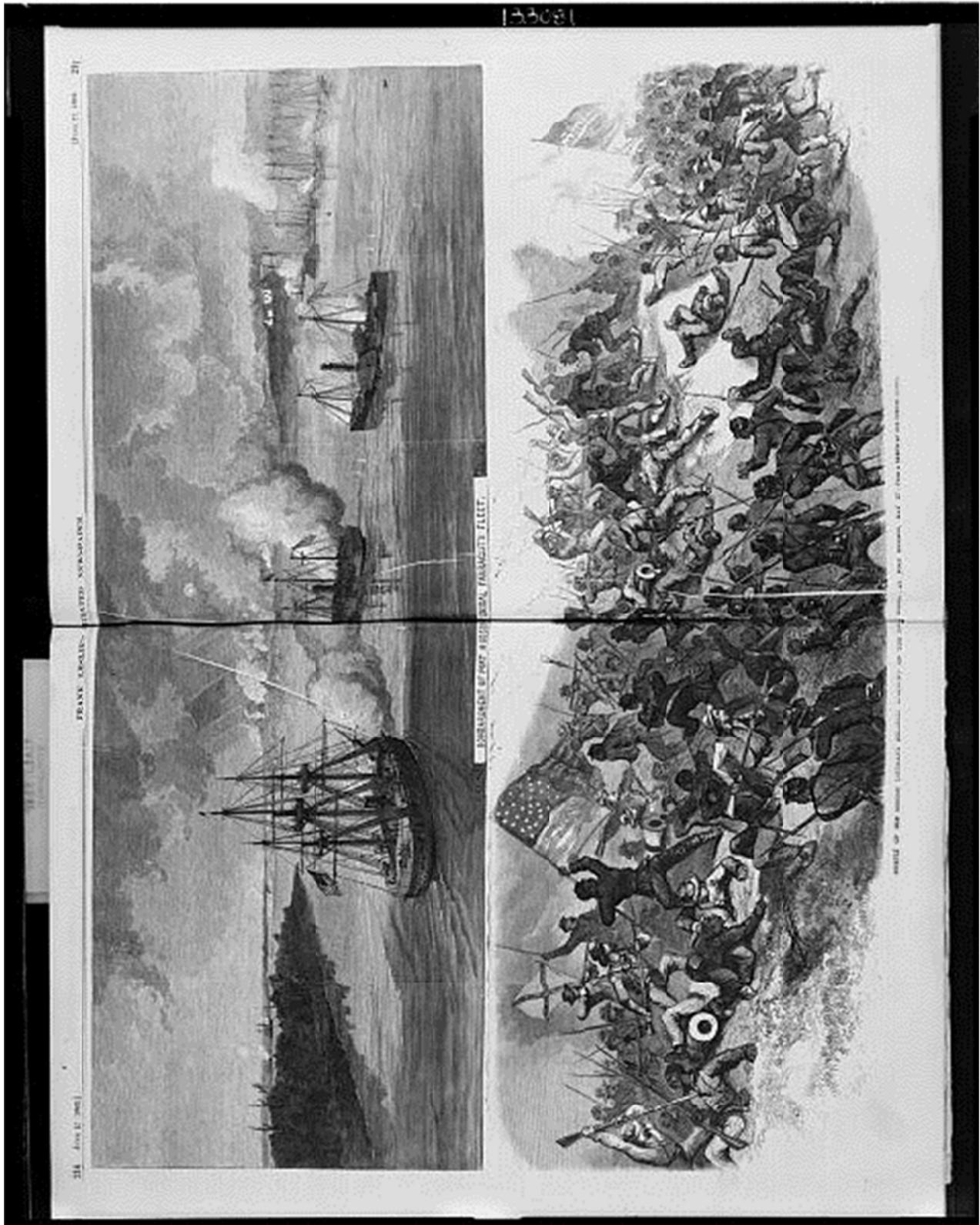
Lashed to the shrouds – Farragut passing the forts at Mobile, in his flagship *Hartford*, during Battle of Mobile Bay, January 1864. Courtesy of Library of Congress, Prints & Photographs Division, LC-DIG-pga-02396, 1870.

ADMIRAL DAVID GLASGOW FARRAGUT GRAVESITE

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Bombardment of Port Hudson by Admiral Farragut's fleet (above). Assault of the Second Louisiana (Colored) regiment on the Rebel works at Port Hudson (below). Illustrated in *Frank Leslie's Illustrated Newspaper*, v. 16, no. 404 (June 27, 1863), p. 216-217. Courtesy of Library of Congress, Prints & Photographs Division, LC-USZ62-133081.

ADMIRAL DAVID GLASGOW FARRAGUT GRAVESITE

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Admiral David Glasgow Farragut, ca. 1860-65. Courtesy of Library of Congress, Prints & Photographs Division, LC-DIG-cwpbh-03121.

Admiral David
Glasgow Farragut
Gravesite →
Woodlawn Cemetery
Bronx, New York
Zone 18
Easting
595560
Northing
4527240

