

**LEAVES FROM A
LAWYER'S LIFE.
AFLOAT AND ASHORE**

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Leaves from a Lawyer's Life. Afloat and Ashore by Charles Cowley

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CHARLES COWLEY

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LEAVES

FROM

A LAWYER'S LIFE

AFLOAT AND ASHORE.

BY CHARLES COWLEY,
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AGES," "REMINISCENCES OF JAMES C. AYER," ETC., ETC.

C LOWELL, MASS.
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1879. *[Faint handwritten text]*

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PREFACE.

It was my custom, while on the Staff of Admiral Dahlgren, to note briefly, from time to time, incidents that took place in the Squadron under his command. I also carefully noted the events that had taken place in that Squadron in Admiral Dupont's time, as they were related to me by those who had been eye-witnesses thereto. Since my return to civil life, it has been my custom to examine the successive histories of the late War that have appeared, and to note their errors and their excellencies, in relation to the South Atlantic Blockading Squadron, and in relation to the Department of the South, which cooperated with that Squadron.

These pages will show how little attention, comparatively, most of our historians have bestowed upon the naval and military forces whose services, sufferings and sacrifices are here passed in review.

The mingling of narrative and criticism has its advantages as well as its disadvantages. In the present case, I indulge the hope that it may have the effect to secure to the South Atlantic Blockading Squadron its proper place in the history of the War.

Without concealing my personal predilection for the Cause of the Union, I have sought to treat the Lost Cause with entire candor.

Though I am not prepared to say, with General William F. Bartlett, that "I am as proud of the men who charged so bravely with Pickett's Division on our lines at Gettysburg, as I am of the men who so bravely met and repulsed them there;" I am prepared to say with him, that, notwithstanding the great and widespread demoralization which attended it, "the War developed and proved, on both sides, the noblest qualities of American manhood. It has left us soldiers and sailors, once foes, now friends, a memory of hard-fought fields, of fearful sacrifices, and of heroic valor."

Since these pages were in type, the pardon of Captain Small, which was foreshadowed on page 54, has become an accomplished fact.

I learned, long ago, that it was Senator Wade, and not General Hawley, who made the *faux pas* at the Navy Department, recorded on page 124; but failed, by inadvertence, to make the proper correction until that page had been printed.

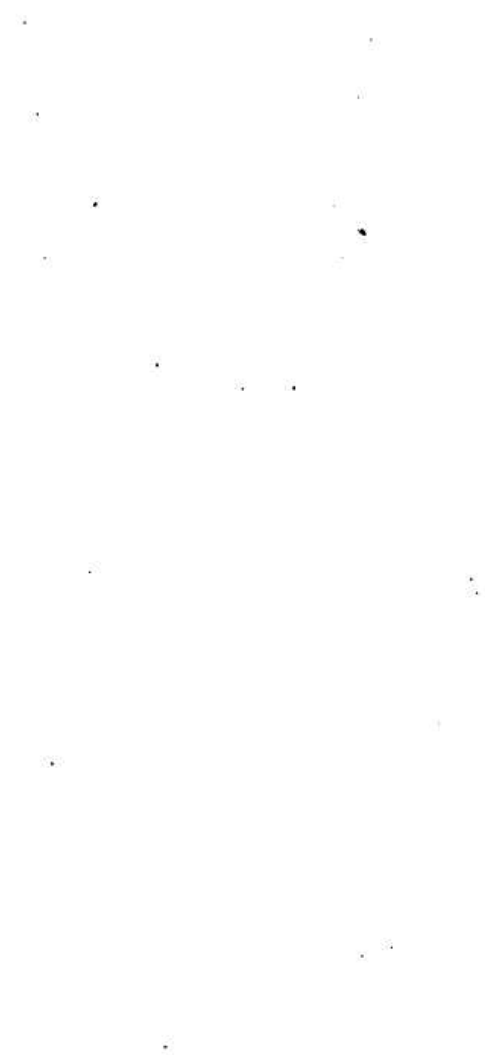
CHARLES COWLEY.

LOWELL, MASS., 1879.

"History is false to her trust when she betrays the cause of truth, even under the influence of patriotic impulses. It is not true that all the virtue was in the Whig camp [during the Revolution,] or that the Tories were a horde of ruffians. They were conservatives, and their error was in carrying to excess the sentiment of loyalty [to their King, just as the error of the Confederates lay in carrying to excess the sentiment of loyalty to the State,] which is founded in virtue. Their constancy embittered the contest. Their cause deserved to fail; but their sufferings are entitled to respect. Prejudice has blackened their name; but history will speak of them as they were, with their failings and their virtues."—JAMES L. PETTIGRU.

"We have, we can have, no barbarian memory of wrongs, for which brave men have made the last expiation to the brave."—RUFUS CHOATE.

"And the men who, for conscience' sake, fought against their government at Gettysburg, ought easily to be forgiven by the sons of men who, for conscience' sake, fought against their government at Lexington and Bunker Hill."—WILLIAM F. BARTLETT.



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CHAPTER I.

Blockades—Steam Navies—The Southern Blockade—Our Blockading Squadrons—Compte de Paris—The Steamer *Iroquois* in Chase of the *R. E. Lee*.

Blockades are of two kinds—military and commercial. Military blockades have been practiced from the earliest times; they are merely the naval equivalent of sieges by land—having for their object the capture of the ports invested. Commercial blockades have for their principal object the crippling of the enemy by stopping his imports, and by isolating him from the commercial world.

So long as commerce was held in contempt, as it was in all the great monarchies and republics of antiquity, there was no occasion for