

## RAIL AND RIVER TRANSPORTATION.

The service of transportation upon the western rivers has been under the direction of the Fourth Division of this office.

Colonel L. B. Parsons, who had been placed in charge of the western river transportation in 1863, just before the preparations for the campaign of Atlanta commenced, was, upon the organization of the division of rail and river transportation in this office, called to its head. He has conducted the service with great efficiency and economy. Of some of the more important movements his report gives details. When he took charge of this service the Mississippi had been opened, and the merchants of the west were in condition to establish lines of steamers to all parts of its navigable waters. The system of time-charter of steamers was as fast as possible abandoned, and contracts were made, on public advertisement, with the lowest responsible bidders, to move the stores of the department at fixed rates per pound. The rapid accumulation at Nashville and at other points of supplies, which enabled General Sherman to move successfully into Georgia, have been detailed in the last annual report of this office.

## WESTERN RIVER TRANSPORTATION.

In the course of the war a considerable fleet of river steamers and other vessels has become the property of the department upon the Mississippi and its tributaries, by purchase, by construction, or by capture. A list of the steamers accompanies the report. It contains the names of—

Side-wheel steamers.....	34
Stern-wheel steamers.....	37
Centre-wheel steamers.....	3
Ferry-boats.....	1
Screw tugs.....	16
<b>Total steamboats.....</b>	<b>91</b>
Of other vessels the department owned upon those rivers—	
Steamboat hulls.....	2
Model barges.....	74
Gunwale barges.....	226
Small wood barges.....	26
Box barges.....	3
Barges not classified.....	23
<b>Total barges.....</b>	<b>352</b>
Wharf boats.....	18
Canal boats.....	3
Coal boats.....	60
Yawl boats.....	56
Sail boats.....	1
Metallic boats.....	1
<b>Total boats.....</b>	<b>139</b>
Skiffs.....	9
Sectional docks.....	3
Small flats.....	2
Floating docks.....	1
<b>Total boats and barges of all kinds.....</b>	<b>599</b>

Nearly all of these have been advertised for sale. Those which have been constructed or purchased by the department have been or will be sold. Those which have been captured or seized will be turned over to the Treasury Department, to be disposed of under the law, or will be returned to their original owners, if pardoned, and, if so ordered, upon full consideration of their claims.

## RAILROAD TRANSPORTATION.

The agreement made early in the war with a convention of railroad companies has continued in force through all the changes in values which the war has brought. The railroad officers have responded to every demand of the transportation department of the government, and, by their cordial co-operation with the officers of the Quartermaster's department, have made these great movements of troops easy of execution and unexampled in despatch.

To Brigadier General L. B. Parsons, who has been in charge of the Fourth Division of this office, and to Brevet Colonel Alexander Bliss, his assistant, and frequently, in his absence, in charge of the office, and the officers at the various posts and depots, charged with the duty of transportation, great credit is due for the safety, order, and speed with which this immense business has been conducted.

There have been filed in the office of the fourth division, since its organization, 442 claims, amounting to \$268,545 02; 202 have been allowed, amounting to \$68,712 34; 92 have been referred to the Third Auditor or to disbursing officers for examination and settlement, amounting to \$87,462 30; 99 have been rejected, amounting to \$60,138 34; 48 await action, amounting to \$46,891 04; 1 has been withdrawn, amounting to \$5,341.

From the imperfect reports yet received at the office of the fourth division, the number of passages granted to prisoners and refugees who have been transported by the division, during the fiscal year, is 356,541, costing over \$1,300,000.

General Schofield's movement from Clifton, on the Tennessee, by the Tennessee river, the Ohio, and the Baltimore and Ohio railroad, to the Potomac, and thence to the coast of North Carolina, was accomplished in the midst of a very severe winter, during which the navigation of the Ohio and the Potomac was at times interrupted by ice. Within five days after the movement was decided on in Washington, the troops upon the Tennessee, nearly 1,400 miles distant, were embarking. The movement to Washington occupied an average time of only eleven days. It took place during the month of January.

The special report of Colonel Parsons, of the Quartermaster's department, who was despatched by the War Department to attend to it personally, accompanies this report; it is an interesting detail of the difficulties overcome, and of the success with which they were surmounted.

On the conclusion of the campaign in Tennessee, while the 23d corps, under General Schofield, was ordered across the Alleghanies, by Washington, to the coast of North Carolina, to co-operate with General Sherman, the 16th corps, under Major General A. J. Smith, was ordered to New Orleans to co-operate with General Canby in the reduction of Mobile. A fleet of 40 steamers was promptly assembled at Eastport, on the Tennessee, below the Muscle Shoals. The entire command, including a brigade of artillery and the seventh division of the cavalry corps, was embarked on the fleet. It consisted of 17,314 men, 1,038 horses, 2,371 mules, 351 wagons, 83 ambulances. The embarkation began on the 5th February, 1865, and was completed on the 8th. The fleet sailed on the 9th, and the command arrived at New Orleans on the 23d, having been moved, in 13 days, 1,330 miles.

## DISPERSION OF THE ARMIES CONCENTRATED AT WASHINGTON.

The armies of the west and of the Potomac, after the fall of Richmond and the surrender of the eastern rebel armies, marched through Washington, were



reviewed by the President and cabinet, and encamping upon the heights surrounding the capital, prepared for their final dispersion and disbandment.

During the forty days between the 27th May and 6th July, 233,200 men, 12,838 horses, and 4,300,850 pounds of baggage were moved from Washington by the Washington Branch railroad to the Relay House, where a large portion of them turned westward. The remainder passed through Baltimore, dividing at that city into two streams, one of which moved north, through Harrisburg, the other northeast, through Philadelphia.

The general instructions of the Quartermaster General, preparing for this movement, will be found among the papers attached to this report. They designate the routes and prescribe certain precautions and preparations for the comfort and safety of the troops moving by rail.

Of the troops there were returning home for discharge from service 161,403 men, with 4,630 horses, and 1,828,450 pounds baggage, distributed as follows:

To the northeastern States 28,803 men, 1,307 horses, 287,000 pounds baggage.

To the middle States 100,309 men, 2,323 horses, 907,000 pounds baggage.

To the western States 32,291 men, 1,000 horses, 634,450 pounds baggage.

The army of the Tennessee, ordered to move to Louisville, from which place they were, in a few weeks, sent to their homes for discharge from service, 60,904 men, 2,657 horses, 2,424,000 pounds baggage.

Cavalry ordered west for active service 10,893 men, 5,757 horses, 308,000 pounds baggage.

Total number in forty days, over the Washington Branch railroad and the various railroads diverging from the Relay House and from Baltimore, 233,200 men, 12,838 horses, and 4,300,850 pounds baggage.

The army of the Tennessee, the troops ordered west for active service, and a portion of those ordered to their western homes for discharge, passed over the Baltimore and Ohio railroad to Parkersburg, its western terminus, on the Ohio river, where boats were provided for their march to Louisville, Lawrenceburg, Camp Dennison, and Cincinnati. Between the 27th May and 6th July, within forty days, during twelve of which no troops arrived at Parkersburg from Washington, there were moved from that place to—

Louisville .....	78,450 men,	5,855 horses.
St. Louis .....	7,082 "	3,314 "
Lawrenceburg, Indiana .....	8,424 "	153 "
Camp Dennison, Ohio .....	1,479 "	29 "
Cincinnati .....	1,361 "	545 "
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	96,796 "	9,896 "
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In this movement by water ninety-two steamboats were employed an average of seventeen days and a fraction for each boat, at an average compensation of \$175 per day each. Each boat consumed on an average 200 bushels of coal per day.

The total service of all the boats was 1,601 days, costing for charter \$280,175, and consuming 320,200 bushels of bituminous coal, \$48,030.

Total cost of transportation from Parkersburg by water to various points on the Ohio and to St. Louis, of 96,796 men and 9,896 horses, \$328,205.

The same movement, if performed by railroad at the reduced rates at which the railroads serve the government, would have cost \$746,964.

Thus 96,000 men and 10,000 horses were, in the short space of forty days, moved from Washington, on the Potomac, across the Alleghanies, and descending the Ohio and ascending the Mississippi, were placed in the several positions to which they had been ordered.

During these same forty days 233,000 men in all were moved by railroad

from Washington, 96,000 of them to the posts above named; the others were distributed to every hamlet and village of the States north of the Potomac and Ohio rivers and restored to their homes, the labor of war over, to return to the pursuits of peaceful industry which they had left at the call of their country in her hour of need.

In all these movements there have been few accidents, and the safety and economy of the service are not less noticeable than its speed.

Had the armies marched to their several places of destination the pay of the men, the subsistence of men and animals, the maintenance of the immense trains which would have accompanied them, considering the time which the march would have consumed, would have far exceeded the cost of this rapid movement by rail and river.

It is understood that, since the close of the war, 800,000 men have been safely brought back from the rebellious districts, transported by this department to the several camps of discharge, established in every loyal State, and finally sent to their homes. Many of these men came from Texas and the Gulf coast—others from the territories of all the lately rebellious States.

Such a movement is unexampled. It illustrates the resources of the country for the operations of war, and the great advantages it possesses in its system of navigable rivers and its forty thousand miles of railroads.

#### MILITARY RAILROADS.

In the winter of 1863, when the rebel armies were driven back from Chattanooga, the immediate repair and almost total reconstruction of the track of the railway from Nashville to Chattanooga became an imperative necessity.

The positions taken up by the troops along the line of the Tennessee river, for the winter, required for their supply that the railroads from Nashville to Decatur, and from Decatur to beyond Knoxville, should also be repaired and equipped. Bridges were rebuilt; new and heavier iron was laid down upon the road from Nashville to Chattanooga; locomotives and cars in great numbers were manufactured at the north, and transported to the scene of active operations.

As the Louisville and Nashville railroad proved insufficient for the heavy traffic thrown upon it, and was sometimes cut by guerillas, the Nashville and Northwestern railroad from Nashville to Johnsonville, on the Tennessee river, was repaired, completed, and opened to trade. This afforded a new avenue by which the products of the northwest were transported to the base of operations at Nashville, the Tennessee river being navigable for light-draught boats from the Ohio to Johnsonville.

Seventeen hundred and sixty-nine miles of military railways were at one time repaired, maintained, stocked and operated by the agents of this department, under the energetic supervision of Brevet Brigadier General D. C. McCallum, general manager of military railways of the United States.

In the repair of so many miles of railway great quantities of iron, burned and twisted by the contending forces, both of which, on occasion, destroyed railroads which they were obliged to abandon, came into our possession.

To make this iron serviceable in the repair of the railroads towards Atlanta and to the Gulf, should the same stubborn resistance be offered beyond Atlanta as was met with on the advance to that place, I directed the completion of an unfinished rolling-mill captured at Chattanooga.

For local military reasons Major General Thomas required that the mill should be constructed within the intrenchment of the city of Chattanooga, instead of on the foundations of the mill, some two miles from that town. A rolling-mill capable of re-rolling fifty tons of railroad iron per day was constructed and put in operation. It utilized a large quantity of iron taken from the lines of southern railroads, and was of important aid in restoring the railroad communication



between Chattanooga and Atlanta, broken up by order of General Sherman when, in the fall of 1864, he destroyed the latter city and set forth on his adventurous march to the sea.

The termination of the war having relieved the War Department of the duty of repairs and reconstruction of railroads, this rolling-mill was advertised and sold at a satisfactory price. It will be of great advantage to the southwestern railroads, on all of which the iron is much worn by constant use during the war, with little means of renewal.

Most of their iron will require re-rolling, and this mill is now in full operation upon the work.

General McCallum reports 1,769 miles of railroad as operated during the fiscal year, with an equipment of 365 engines and 4,203 cars either in use or in reserve, and an expenditure of twenty-two millions of dollars. His report is among the papers submitted herewith.

The force employed in the repair, construction, and operation of the military railways has been very large. A table herewith shows the strength at several different periods. In April, 1865, the number employed in this branch of the service was 23,533.

#### TRANSFER OF MILITARY RAILROADS.

As soon as the surrender of the rebel armies and the cessation of hostilities made it possible, efforts were made to induce the railroad companies of the rebellious territories to reorganize by the election of loyal directors and managers, and to resume the charge of the lines which had fallen into the hands of this department, and been repaired and used for the supply of our armies.

At this date nearly all the roads have been transferred, either to the presidents and directors, or to boards of public works of the States in which they are situated. In the Atlantic States the policy pursued has been to deliver up the roads in whatever condition they were left by the fortune of war at the moment of transfer.

Questions of ownership, claims to material of the road tracks, transferred either by rebel or by United States authority from one road to another, are left for decision of the courts. The United States merely retires, leaving the lawful owners to resume their property. Such material as had been collected for repair or construction, and not used, and such as was in depot, has been sold to the companies at a fair valuation, and upon credit of greater or less extent, as circumstances seemed to require.

The department does not propose to charge the railroads for expenditures or repairs, or for materials actually used on the roads; nor does it propose to allow any charge against it for the use and profits of the roads while occupied as military routes, nor for damages done by its troops or agents under the pressure of military operations.

A railroad is an engine of war more powerful than a battery of artillery, subject to capture and to use; and there is, it would seem, as little reason for paying damages or rent for its occupation and use as there would be for a captured battery.

The rolling stock and movable machinery have been hired to the railroads desiring their use, until arrangements could be made for a sale. Most of that collected in the Atlantic States has at this date been disposed of at public auction, either for cash or in payment of debts for transportation due by the department to railroads.

In the southwest the rolling stock belonging to the United States, some two hundred and twenty engines and three thousand cars, was all of the wide gauge, fitted for the southern roads. It could not be used without expensive alterations upon the northern railroads, and these could not be expected, therefore, to purchase it at prices approaching its value.

The railroads and the territory of the southwest were too much impoverished by the events of the unsuccessful rebellion to be able to purchase for cash the rolling stock and machinery which had cost this department several millions of dollars.

The reconstruction of the southwestern railroads, and their operation, were of the greatest importance to the pacification, restoration, and prosperity of the country, and on the 8th August an Executive order was issued prescribing the terms upon which these railroads should be restored to their lawful owners.

Difficulties having arisen in carrying this into full effect, additional orders were issued on the 14th October, 1865.

Under these orders the railroads and the railroad property of the department, in the southwest, are being disposed of. Copies of the orders, as published by this department, for the information and guidance of its officers, accompany this report; they are General Orders of the War Department, No. 276, 1863, and Quartermaster General's Office, Nos. 56 and 62, 1865.

This branch of the service has been a very costly one, but its expenditures have accomplished their objects. They have supplied our armies, and have enabled them to move and accomplish in weeks what without them would have required years, or would have been impossible.

Of the skill and ability of General D. C. McCallum, director and general manager of United States military railroads, and of the able body of engineers, superintendents, and assistants, who have enabled the department to repair, to build, and to manage the railroads during these great operations, it is impossible to speak too highly.

The commanding generals of armies as well as the Quartermaster General recognize their courage and devotion, their services, and their merits.

#### TELEGRAPH

The military telegraph has continued to be a most important instrument in the conduct of military operations. Its officers have shown the same fidelity and devotion as in former years.

Colonel Anson Stager has been chief of the military telegraph, and Major Thomas T. Eckert, assistant quartermaster, has been assistant superintendent, on duty at the War Department, and in charge of all telegraph lines in the departments of the Potomac, Virginia, North Carolina and the south.

The funds for the support of the military telegraph are furnished from the appropriations of the Quartermaster Department, and are disbursed under the direction of the chief of military telegraphs, whose reports, with those of his assistants, are submitted herewith.

The duties of these officers have brought them more directly under the notice of the Secretary of War than of the Quartermaster General, and their merits are well known to the War Department.

Expenditures during the year were \$300,000, for material and supplies, of which about \$130,000 was expended for purchase of 285 miles of submarine telegraph cable for use in case of necessity upon the coast and bays. The greater part of this is still on hand.

Referring to Colonel Stager's report herewith, it appears that the estimated cost of supplying and maintaining and operating military lines now in use is \$75,000 per month.

	Land.	Submarine.
Miles of military telegraph in operation July 1, 1864.	4,955½	52½
Constructed during the year .....	3,246½	68½
Total number of miles in operation during the fiscal year ending June 30, 1865 .....	8,201½	121½
Total .....	8,323½	



Taken down or abandoned during the year .....	2,049	46½	
Total number of miles in operation June 30, 1865...	6,152¼	75½	—
Total miles .....			6,228

During the rebellion there have been constructed and operated about fifteen thousand miles of military telegraph.

The cost of the military telegraph from 1st May, 1861, to 1st December, 1862, was about \$22,000 per month.

During the year 1863, it averaged \$38,500 per month.

In 1864, the telegraph was greatly extended, and the cost reached \$93,500 per month.

The total expenditure during the year ending 30th June, 1865, has been \$1,360,000.

The total expenditure from 1st May, 1861, to 30th June, 1865, \$2,655,500.

Upon the fall of the rebellion the telegraph lines throughout the South were taken possession of by the government. The telegraph companies were called upon to repair their lines and put them in good working order, furnishing all labor and material therefor. The United States to be at no outlay beyond the expense of maintaining purely military lines and military stations. An account of government business is kept, subject to future consideration or settlement.

#### FORAGE, FUEL, AND REGULAR SUPPLIES.

From the records in this office it appears that the armies in the field required, under the organization prevailing during the third year of the war, for the use of cavalry, artillery, and for the trains, one half as many horses and mules as they contained soldiers.

The full ration of forage for a horse is fourteen pounds of hay and twelve pounds of grain daily—26 pounds in all. The gross weight of a man's ration of subsistence is three pounds; the forage for an army therefore weighs, when full rations are supplied, about four and a half times as much as the subsistence stores.

The forage, probably, exceeds the subsistence as much in bulk as in weight.

With armies marching in the field, the forage is in great part gathered along the line of march.

Thus the army of General Sherman, on its march through the southern States, supplied itself with abundant forage. The moment that the army halted, as at Savannah and at Goldsboro', large shipments of grain and hay were necessary to keep the animals alive.

So the army which operated in the vicinity of Nashville, and General Sherman's army during its slow progress from Nashville to Atlanta, and during the siege of that city, drew immense quantities of grain and hay from the Ohio river, at vast expense.

The armies operating against Richmond during the past fiscal year, occupied a fixed position in the lines of their fortified camps, and drew all their supplies from the north by sea.

The animals of the army have been well supplied throughout the year, notwithstanding the extent of the territory over which they have been scattered, and the sudden and great changes of base, and consequently of lines of supply.

When General Sherman's army reached Savannah, and before the opening of the obstructed channels leading to that city permitted the approach of the fleet which had been despatched to Port Royal, laden with forage and other stores, there was for a short time a scarcity of forage. The rice straw and rice which alone the country about Savannah furnished were soon consumed, and I am

informed that some artillery horses perished. But the opening of the river soon enabled the department to deliver ample supplies, and his army moved north with abundance of animals and of food.

Colonel S. L. Brown was placed in charge of the purchase and supply of forage to the armies on the Atlantic coast in December, 1863; and upon the organization of the Fifth Division of this office was transferred to its head. His administration has been successful, and his reports record a business of magnitude and importance seldom equalled. Between the 8th of December, 1862, and the 30th of June, 1865, he purchased and shipped to the depots and armies 2,787,758 bushels of corn, 20,997,289 bushels of oats, 43,311 bushels of barley, 269,814 tons of hay, 8,243 tons of straw; the cost of which was \$31,308,563 98. The grain was purchased at certain points, under the direction of Colonel Brown, and transported to Portland, Boston, New York, and Philadelphia, by rail, canal, river, and lake, making 8,567 car loads, 560 barge loads by canal, and 49 schooner, 29 bark, and 20 propeller cargoes on the lakes. The hay, purchased upon the line of railroad, was transported to the coast in 5,555 car loads. The whole was reshipped from the above-named ports to the depots of the armies on the coast in 2,570 cargoes. The freight paid to these vessels was \$2,576,152 14.

Daily reports from the depots of the various armies, when daily mail or telegraphic communication was open, have been required, and have kept this office advised of the state of supply. Contracts made at a distance have been subjected to a careful examination by Colonel Brown himself, and every effort made to correct and prevent extravagance and fraud, both in the purchase and consumption of forage.

The loss by wastage, fire, and perils of the sea, upon shipments of forage amounting to twenty-five millions of dollars, has been less than seven-eighths of one per cent.—about eighty-three hundredths of one per cent. That there has been waste is undeniable; but in the handling of thirty millions of bushels of grain, and its daily distribution to the mangers or nosebags of every horse or mule in the public service, over a country of two thousand miles in width, this was unavoidable.

The abstracts with the report of the fifth division show, as approximate results, that during the fiscal year there have been supplied to the army—

5,902,273 bushels of corn, costing .....	\$8,558,296 00
23,794,930 bushels of oats, costing .....	23,794,930 00
43,311 bushels of barley, costing .....	64,967 00
407,799 tons of hay, costing .....	13,049,568 00
10,665 tons of straw, costing .....	213,300 00
146 tons of feed, costing .....	219 00
614 tons of fodder, costing .....	304 00
Forage.....	45,681,584 00

Fuel for the troops has, generally, in the field, been cut by themselves. At positions held for some time, and not in the enemy's territory, it is supplied by contract, the labor of troops being employed in different degrees, according as the exigencies of military duty, in the view of commanding generals, will permit.

Fuel for steam-vessels is procured, by contract, principally at Philadelphia and Pittsburg.

The reports in the fifth division show an aggregate of supplies of fuel during the fiscal year of—

336,169 cords of wood, costing .....	\$1,680,840 00
832,452 tons of coal, costing .....	8,324,520 00



These numbers, however, are imperfect, and subject, probably, to important increase upon a complete examination and analysis of the records and reports and accounts of officers.

The reports from the depot of Washington show the issue during the war of—

Corn .....	4,500,000 bushels.
Oats .....	29,000,000 "
Hay .....	490,000 tons.
Straw .....	15,000 "
Coal .....	392,000 "
Wood .....	210,000 cords.

Captain E. D. Chapman, forage officer at St. Louis, reports the purchases of forage at that depot during the war of—

Corn .....	3,847,480 bushels.
Oats .....	17,403,778 "
Hay .....	213,216 tons.
Straw .....	3,206 "

But I am of opinion that there have been many purchases of which Captain Chapman cannot have knowledge, and that the quantity actually purchased at that depot is considerably greater than above stated.

Imperfect analyses of contracts and reports in this office indicate a supply of forage during the war exceeding—

22,816,271 bushels of corn, costing.....	\$29,879,314 00
78,663,799 bushels of oats, costing.....	76,362,026 00
1,518,621 tons of hay, costing.....	48,595,872 00
21,276 tons of straw, costing.....	425,520 00

Total estimated cost of forage during the war, so far as ascertained from reports analyzed in this office.....

155,262,732 00

But vast quantities of forage were purchased and issued at remote or subordinate posts, the accounts of which cannot be made up without a complete analysis of the vouchers of disbursing officers. Much was purchased or taken on the march by officers subsequently killed or disabled, or by officers not reporting to this department. For much of this, memorandum receipts were given; and these are among the claims continually reaching this office under the law of July 4, 1864.

The total quantity of fuel reported as purchased is—

Wood, 551,436 cords, cost.....	\$2,757,180 00
Coal, 1,620,910 tons, cost.....	13,777,735 00

The wood was generally used near the place of purchase. The coal has been transported, at the expense of the department, from the market in which it was purchased to all the Atlantic, Gulf, and western river ports between St. Louis and Pittsburg.

#### CLAIMS FOR REGULAR SUPPLIES.

To the Fifth Division is intrusted the examination of claims for fuel, forage, and other regular supplies, irregularly taken by the armies, and not accounted for or imperfectly reported by officers of this department. Such of these as appear to be just and equitable are referred to the Third Auditor of the Treasury, with a recommendation for settlement, under the law of July 4, 1864.

A copy of General Order No. 35, which contains the rules for examination of these claims, accompanies this report.

These claims are examined as to the actual use of the supplies by the army, as to the past and present loyalty of the claimants and witnesses, and as to the genuineness of the signatures. Information as to loyalty is sought from pro-

vost marshals; and a very large number of claims is rejected upon evidence of disloyalty of both claimants and witnesses.

There have been received and referred to the fifth division from January 1 to October 16, 1865, 4,245 packages, containing 14,455 claims, vouchers given by officers of the Quartermaster's department, and claims presented under the act of July 4, 1864, and General Order No. 35.

#### HOSPITALS AND BARRACKS.

During the fiscal year hospitals of importance have been erected at

Indianapolis, at an estimated cost of.....	\$30,000
At Newark, New Jersey.....	70,000
Worcester, Mass., conversion of the Eclectic College into a hospital..	36,800
Manchester, N. H.....	30,000
Hicks hospital, Baltimore.....	75,000
Nashville.....	25,000
Hilton Head hospital, extended.....	30,000

At the commencement of the fiscal year the capacity of the hospitals of the army was 120,521 beds. The capacity of the principal hospitals erected during the fiscal year is 7,300 beds.

By the pitching of hospital tents adjacent to the wooden hospitals, great additions to their capacity have been made.

Hospital buildings are erected, and hospital tents are furnished by the Quartermaster's department. The hospitals, after being constructed, are turned over to the Medical department, to be administered under direction of the Surgeon General. Repairs and extensions are made upon his requisition, approved by the War Department, as they become necessary.

When the hospitals are vacated they are returned to this department, to be sold or otherwise disposed of.

The hospitals throughout the country, (and during the war they have been located in almost every State,) have been built by the Quartermaster's department upon plans generally prepared or suggested by the Surgeon General.

They are temporary structures built of wood with a view to economy, but from their magnitude some of them have been costly.

The Mower general hospital, at Chestnut Hill, Philadelphia, with a capacity for nearly four thousand patients; the hospital at David's Island, and that at Willet's Point, New York; the Jarvis and the Patterson Park hospitals, at Baltimore; the general hospital at Jeffersonville, Indiana; the several hospitals in the District of Columbia, and adjacent thereto; the hospitals at Fortress Monroe and at City Point, on the James river, and the hospitals at Nashville and at Chattanooga, Tennessee, are among the largest and most expensive which have been constructed by this department.

The material, wood, used in these hospitals is cheaper than any other, cheaper even than tents; but to provide for the cooking, warming, ventilating, and purification, of such numbers of sick men, requires at all these great general hospitals very extensive and costly arrangements for cooking, for laundries, and for supplying water in great abundance. Many of them are heated by steam; some are supplied with water from the pipes of city water-works, at others special provisions have been made for an independent water supply. Most of them have steam machinery for washing and for pumping. At one of these hospitals the daily consumption of water has exceeded 100,000 gallons.

The principal barracks erected during the year have been barracks for draft rendezvous.

Spring Mills, near Philadelphia.....	\$84,000
Slocum, New York.....	25,000
Johnson's Island, for guard of prisoners of war, Sandusky, Ohio.....	15,000



A depot for prisoners of war was also constructed on Hart's Island, N. Y. Necessary repairs have been made from time to time upon these, and upon the numerous other barracks scattered throughout the country.

As the reduction of the army and cessation of enlistments have vacated the various barracks, they have been inspected and reported to the War Department, most of them with recommendation for sale.

Very large numbers of buildings erected as hospitals, storehouses, offices, and barracks have already been sold, and others are now being advertised for sale.

These sales are at public auction to the highest bidder. The materials generally bring fair prices, and a considerable sum will be realized from this source.

The Sixth Division of this office, which has charge of hospitals and barracks, is also charged with the records and reports of interments. Under General Order No. 40, of July 3, 1865, which, on the conclusion of the war, called upon officers of this department for special reports of the number of interments registered during the war, reports have been received from officers in seventeen States, including the District of Columbia.

They report the interments registered in their offices at 116,148. Of these there were whites, 95,803; colored, 20,345; loyal, 98,827; disloyal, 12,596; refugees, 600; contrabands, 4,125. These include few of the interments made immediately after battles, which are made by details of troops, and are reported by the commanding generals in the lists of killed in battle.

These are the records of those who die in hospitals, camps, and barracks, for whose burial there is time to make decent and orderly provision, under the general orders and regulations.

They do not include the numerous victims of skirmishes and of assassination by bushwhackers and robbers under the guise of guerillas, whose remains bleach by the way-sides and in the woodland paths of the south.

They do include, however, the 12,912 victims of the barbarities of Andersonville, Georgia, and the 1,500 whose graves were marked this spring upon the battle-fields of Spottsylvania and the Wilderness.

The National Soldiers' Cemetery, at Arlington, continues to be used for the interment of the victims of the rebellion who die in Washington or its vicinity. It contains the remains of 5,291 persons. The cemetery at the Military Asylum contains 5,211; Harmony Cemetery, 388; Battle Cemetery, 40; Alexandria Cemetery, 3,600. These cemeteries have been carefully tended and decorated. A cemetery has been constructed, under order of Major General G. H. Thomas, at Chattanooga, within the walls of which it is intended to collect the remains of all who fell in battle or died in hospital in that vicinity.

Captain J. M. Moore, assistant quartermaster, was, by your order, immediately upon the opening of communication, dispatched in a steamer, loaded with materials, with workmen, and clerks, to identify and mark in a suitable manner the graves of those who died at Andersonville. With the aid of a detail, furnished by Major General Wilson, this duty was performed.

The grounds in which 12,912 of our comrades had been buried in trenches, were enclosed; the bodies, where the earth had been washed from them by rains, were again covered. Headboards, painted white, were placed over each, bearing the name, rank, regiment, and State, with date of death, as ascertained from the captured hospital records.

12,461 were identified, and upon 451 graves Captain Moore was compelled to place the inscription "unknown U. S. soldier." His report is herewith.

The names of those who have been interred in the military cemeteries of the District of Columbia and of Washington have, by your authority, been published in a general order, which has been distributed to State authorities, public libraries, and to newspapers which publish official advertisements. The list is thus made accessible to the friends of those who have fallen.

The lists of interments at Spottsylvania and the Wilderness, and of those who

died at Andersonville, are being printed. As other lists are received at this office they will be submitted to you for publication.

It is reported unofficially that several thousand of our dead are buried at Florence, South Carolina, and at other prison camps of the south. As soon as arrangements can be made for the purpose, proper and decent attention will be given to their remains. Orders have been given for inspection of the cemeteries of other prison camps and of battle-fields. It is hoped that most of them can, in time, be enclosed and preserved.

#### SIXTH DIVISION—CLAIMS.

There have been presented to the Sixth Division two thousand four hundred and seventy-nine claims under the law of July 4, 1864. The amount claimed was \$1,587,181 47. Seven hundred and fifty-one of these claims, amounting to \$183,452 30, have after examination been referred to the Third Auditor, with recommendation for settlement under the law; one thousand and fifty-four have been rejected, amounting to \$446,163 32. Claims amounting to \$957,565 85, still await examination and final action in this division.

The sixth division has, since its organization, been under charge of Colonel J. J. Dana, of the Quartermaster's department, an officer who has in various positions during the war displayed signal intelligence and devotion to his duties. As chief of transportation at the great depot of Washington, as chief quartermaster of the first army corps during the campaign of Chancellorsville and Gettysburg and as assistant in this office, and after its organization chief of the sixth division, he has won the approval and esteem of his commanders.

#### MILITARY TRAINS.

The officer in charge of the Division of Military Trains reports from the returns of officers of the department, so far as received, that during the fiscal year ending June 30, 1864, there were purchased 14,549 wagons, 1,229 ambulances, 1,279 carts, 58,144 sets wheel harness, 87,480 sets lead harness, 5,255 sets irregular harness, 335 sets artillery harness, 1,702 sets cart harness, 60 travelling and 824 portable forges. There were captured from the rebels during the same fiscal year 1,541 wagons, 468 ambulances, 245 carts, 6 carriages, 6,661 sets wheel harness, 6,906 sets lead harness, 797 sets irregular harness, 119 sets artillery harness, 406 sets cart harness, 3 travelling and 73 portable forges. There were expended, lost, and sold during the year 2,372 wagons, 277 ambulances, 96 carts, 5 carriages, 17,907 sets wheel harness, 16,732 sets lead harness, 3,453 sets irregular harness, 393 sets artillery harness, 133 sets cart harness, 3 travelling and 229 portable forges.

During the fiscal year ending June 30, 1865, there were purchased 4,762 wagons, 1,436 ambulances, 247 carts, 13,215 sets wheel harness, 18,961 sets lead harness, 2,588 sets irregular harness, 4 sets artillery harness, 328 sets cart harness, 34 travelling and 890 portable forges. There were manufactured in the repair and other shops of the department 1,443 wagons, 79 carts, 14,152 sets wheel harness, 20,767 sets lead harness, 929 sets irregular harness, 34 sets artillery harness, and 173 cart harness. There were captured 1,599 wagons, 174 ambulances, 108 carts, 6,228 sets wheel harness, 7,770 sets lead harness, 867 sets irregular harness, 65 sets artillery harness, and 46 portable forges. There were expended, lost, and sold 2,211 wagons, 679 ambulances, 97 carts, 18,325 sets wheel harness, 23,254 sets lead harness, 1,583 sets irregular harness, 12 travelling and 432 portable forges.

The trains of the army had been brought to a high state of efficiency by the 30th June, 1864, and they were probably not increased in magnitude during the year, the purchase and manufacture serving only to keep them in a com-



plete and efficient state. Much of the harness and many of the wagons having been purchased early in the war, and in continual use, are worn and of little value.

The army of General Sherman and the army of the Potomac uniting at Washington, after four years of active campaign, in which the former had marched from the Mississippi to the Potomac, brought together in the District of Columbia army wagons of the regulation pattern which had been used at the first battle of Bull Run on 21st July, 1861, some of which had made all the campaigns of each army since.

The baggage wagons and harness, the general equipment of the trains of our armies, are probably of models which cannot be improved. They have borne the rough usage of war in the hands of men of little experience at first, and not willing to take that care of them which can be expected from and enforced upon the veteran soldier.

The experience of this war has convinced all officers of this department that for the army trains mules are much superior to horses, and of late the horses have almost entirely disappeared from the trains, being transferred to the cavalry or artillery and replaced by mules.

A copy of Special Orders No. 44, headquarters armies of the United States, City Point, Virginia, June 28, 1864, accompanies this report. It sets forth in detail and clearly the organization and size of the trains of an active army, as perfected by four years' experience in the field.

With this report are several reports from officers of this department giving information as to the movement and management of the trains of armies in campaigns. This information is seldom available to the military student. It is of great value, and should be printed for reference and use hereafter.

#### SEVENTH DIVISION—CLAIMS.

During the fiscal year ending June 30, 1865, and from the termination of that year to October 10, 1865, there were presented and referred to the seventh division of this office 11,494 claims, amounting to \$2,316,361 53; 4,337 were passed, amounting to \$1,239,872 23; 5,867 were rejected, amounting to \$950,455 66; 1,290 remain on file for further action, amounting to \$126,033 64.

The Seventh and Ninth Divisions of this office have been in charge of Colonel B. C. Card, whose intelligent and prompt discharge of the duties assigned to him have met my entire approbation. I have named him with others to you for the promotion which he richly merits.

#### TRANSPORTATION OVER THE PLAINS.

The troops operating on the great western plains, and in the mountain regions of New Mexico, Colorado, Utah, and Idaho, are supplied principally by the trains of the Quartermaster's department from depots established on the great routes of overland travel, to which depots supplies are conveyed by contract. The contractors are the freighters or merchants of the overland trade. This department has not statistics to show the extent of this traffic, but it has of late years increased with the development of the mines of the central region of the continent, until it has become a most important interest. Travellers by the stage from Denver to Fort Leavenworth, a distance of six hundred and eighty-three miles, in the month of July, 1865, were never out of sight of wagon trains, belonging either to emigrants or to the merchants who transport supplies for the War Department, for the Indian department, and for the mines and settlers of the central Territories.

The cost of transportation of a pound of corn, hay, clothing, subsistence, lumber, or any other necessary, from Fort Leavenworth—

To Fort Riley is.....	\$0 02 <sup>46</sup> / <sub>100</sub>
To Fort Union, the depot for New Mexico.....	14 <sup>33</sup> / <sub>100</sub>
To Santa Fé, New Mexico.....	16 <sup>55</sup> / <sub>100</sub>
To Fort Kearney.....	06 <sup>44</sup> / <sub>100</sub>
To Fort Laramie.....	14 <sup>10</sup> / <sub>100</sub>
To Denver City, Colorado.....	15 <sup>43</sup> / <sub>100</sub>
To Salt Lake City, Utah.....	27 <sup>54</sup> / <sub>100</sub>

The cost of a bushel of corn purchased at Fort Leavenworth, and delivered at each of these points, is as follows:

Fort Riley.....	\$2 79
Fort Union.....	9 44
Santa Fé.....	10 84
Fort Kearney.....	5 03
Fort Laramie.....	9 26
Denver City.....	10 05
Great Salt Lake City.....	17 00

To this last point none is now sent.

The expenses of this department will be reduced by the advance of the Pacific railroads, two of which are rapidly moving westward, one from Leavenworth toward Fort Riley, the other from Omaha toward Fort Kearney.

The present general mode of transport is by heavy wagons, each drawn by ten oxen. The loads of these wagons average fifty-five hundred pounds each. Lighter freight and passengers are carried by express in lighter wagons, drawn by mules, which animals are almost exclusively used in the winter when the grass is covered with snow.

The heavy trains in dry weather move readily over the prairie roads, which, outside the limits of the settlements, follow the best routes, and can make wide detours to avoid sloughs or wet places in the prairies.

The progress of settlement injures these roads. No laws appear to exist reserving the road bed on these great overland routes to the public.

The lines of survey of the public lands cross the trail at all angles, and each farmer is at liberty to fence in his tract according to the unyielding lines of his rectangular boundaries.

These overland trails, now well-beaten wagon tracks, were originally located upon the high and dry swells of the prairie, the most desirable land for agricultural purposes. They followed the best routes and sought the easiest crossings of the streams, low grounds and swamps. Near Leavenworth the progress of enclosure is driving them into the wet grounds, and greatly increases the difficulties of travel.

It is much to be desired that in all future land sales the great and long established trails, the highways across the continent, should be reserved from sale, and be devoted forever as public highways. A certain width on each side of them should be marked out by actual survey and reserved for this purpose. Wagon roads across the continent will always be needed, even when the railroads are completed.

The following is an estimate of the cost of transportation of military stores westward, across the plains, by contract, during the fiscal year ending June 30, 1865:



I.—Northern and western route:		
To Utah and posts on that route.....	\$1,524,119 00	
II.—Southwestern route:		
To Fort Union, New Mexico, and posts on that route.....	\$1,301,400	
Posts in the interior of New Mexico.....	138,178	
	<hr/>	1,439,578 00
Cost of the transportation of grain on above routes, where the grain was delivered by contractors, and the transportation entered into the price paid, same year—		
1.—Utah route.....	\$2,526,727 68	
2.—New Mexico route.....	697,101 69	
	<hr/>	3,223,829 37
Cost of transportation of military stores across the plains, same year, by government trains—		
1.—Utah route.....	\$34,600	
2.—New Mexico route.....	166,730	
	<hr/>	201,330 00
Total by contract and government trains.....	<hr/>	6,388,856 37

This expenditure would be reduced by the opening of railroads, by a sum which would aid materially in paying interest upon the cost of their construction.

The present season has been a very wet one upon the plains. In wet weather the heavy wagons are generally compelled to go into camp and wait patiently till dry weather makes the roads practicable. Any effort to move exhausts the animals and destroys the wagons, while the progress of such a train would not average in bad weather, over many portions of the roads, one mile a day. Trains from Fort Leavenworth to Denver City have this year occupied from forty-five to seventy-four days in the march.

#### DIVISION OF INSPECTION.

The Eighth Division of this office is the division of inspection. Its duties are delicate and difficult. It receives, registers, analyzes, and prepares for action of the Quartermaster General all reports of the regular inspectors, or of officers acting as inspectors under orders of the Quartermaster's department, and all reports of inspections of that department by the inspectors general of the army which may be referred to this office for action.

It keeps the roster of the officers of the Quartermaster's department, and keeps a careful and minute record of the service of all officers as reported to this office. It also prepares and records the general and special orders of the department, and its nominations for assignment to duty.

The organization of the inspectors of the Quartermaster's department provides for six inspectors, with the rank of colonel, and a chief of the division of inspection. Other officers of the department are placed on inspection duty from time to time, as their services are needed.

Since the cessation of hostilities a number of officers have been thus employed to collect the information necessary to compel great and necessary reductions in the establishment, which had been created during the war.

The report of Colonel G. V. Rutherford, chief of the division of inspection, which is herewith, gives in detail the operations of the office.

During the fiscal year 216 reports were received from the inspectors. Over eleven thousand inventories and reports of inspection of property recommended for sale or condemnation, and two hundred and ninety-three reports of boards of survey were received and acted on.

A record of the appointment, movements, services, and duties of each officer of the Quartermaster's department, and of reports of commanding officers and inspectors in relation to his performance of duty, has been kept. 591 annual reports of officers were rendered during the fiscal year, and 340 such reports have been received since its termination. From the information given in these reports, tables of quantities and of expenditures by officers have been prepared, which accompany this report.

Several boards for examination of officers of this department have been in session during the year. 243 officers have been examined, of whom 49 were reported by the boards as disqualified, and 194 as qualified.

On the 30th June, 1865, there were in the Quartermaster's department:

Regular officers.....	67
Military storekeepers.....	11
	<hr/>
Assistant quartermasters of volunteers.....	78
	<hr/>
Total, including 11 military storekeepers.....	566

Many of these officers have, for distinguished services during the war, received brevet promotion beyond their lineal rank. Many have been assigned to important positions, to which, under the law, increased, though temporary rank is attached.

The report of the inspection division gives details as to the number of officers who have won such distinction. For the names I must refer to the tables accompanying this report, in which most of them are mentioned, and to the army register. During the fiscal year there were appointed five assistant quartermasters of the regular army, 145 assistant quartermasters of the volunteer army, and two military storekeepers.

During the fiscal year there retired from the service five assistant quartermasters of the regular army, and 203 assistant quartermasters of volunteers. Since the termination of the fiscal year, and to the 1st October, one assistant quartermaster of regulars, and one military storekeeper, and 172 assistant quartermasters of volunteers, have retired from the service, resigned, dismissed, or honorably mustered out.

The reduction is still going on rapidly, as troops are discharged and posts abandoned, and the services of these officers can be dispensed with. 382 officers in all left the service of the Quartermaster's department between the 1st July, 1864, and the 1st October, 1865.

The distribution of general orders to officers of the Quartermaster's department is part of the duty of the inspection division. It distributed during the fiscal year 177,289 copies of general orders, of which 124,177 were general orders of the Adjutant General's office.

Colonel Rutherford's vigilance and promptness in the discharge of his duties have been most important aids in the supervision of the extended operations of this department, and I am happy to acknowledge the recognition which they have met from the Secretary of War.

#### ACCOUNTS FOR MONEY AND PROPERTY.

The Assistant Quartermaster General has charge of the examination of the accounts of disbursing officers and of officers responsible for public property, (other than property accounts of clothing, camp, and garrison equipage, which latter accounts are examined in the division of clothing and equipage.)

The chief of the Ninth Division reports that there were received at this office in the fiscal year ending 30th of June, 1862, 7,094 accounts, all of which have been examined and transmitted to the treasury for settlement.



In the year ending 30th June, 1863, there were received 29,153, all of which have been examined and transmitted to the treasury.

In the year ending 30th June, 1864, there were received 67,856 accounts; of these there have been examined and transmitted to the treasury 14,588. There remain to be examined 53,268.

In the year ending 30th June, 1865, there were received 72,299 accounts; of these there have been examined and transmitted to the treasury 12,424. There remain to be examined 59,875.

During the four years, July 1, 1861, to June 30, 1865, there were received in all 176,402 accounts; examined and sent to the treasury 63,259; remaining to be examined 113,143.

These are not single vouchers, but accounts, many of which contain hundreds, and some of them thousands, of single vouchers. They represent the expenditure of over one thousand millions of dollars in money, and the use and application of the property purchased therewith. The delay in their final settlement is injurious alike to the officer and to the government, and it is of great importance that their settlement be expedited by all the means in the power of the government. It is from the final examination and discussion of these accounts that the statistical information necessary to a proper understanding of the cost of the great war, now happily ended, is to be obtained. These accounts record the purchases of materials; the cost of movements by rail, river, and sea; the application of the materials purchased; the distance men and material were transported; the cost and extent of the hospitals, barracks, storehouses, and camps which have covered the country with buildings and canvas.

Reports made by officers are often imperfect; their accounts for purchases must be complete; and these accounts record the actual cost and the time of purchase of every article provided by the Quartermaster's department during the war, from the ocean steamer of 2,500 tons, to the saddler's or tent-maker's needle and thread.

In the last annual report of this department attention was called to the inadequate force provided by law for the prompt examination of officers' accounts, and a recommendation was made for the increase of that force by the addition of 170 clerks, classified as follows: 70 of class one, 60 of class two, 30 of class three, and 10 of class four. Another year's experience makes more urgent the necessity of this increase, and I repeat the recommendation of the last annual report.

#### MILITARY ORGANIZATION OF EMPLOYÉS OF THE QUARTERMASTER'S DEPARTMENT.

In the last annual report of this office I had the honor to report the services rendered, in the field, as soldiers, at Nashville, at Johnsonville, and at Washington city, by the quartermaster's volunteers, a military organization under your sanction, of the clerks, agents, and operatives of the Quartermaster's department at the principal depots. Since that report was written, the quartermaster's volunteers at Nashville, under the command of Brevet Brigadier General J. L. Donaldson, have again had the opportunity to render important service. Two brigades of these troops, 4,500 strong, were assigned a position in the operations of the 15th and 16th of December, 1864, the days of the decisive battle of Nashville, and so conducted themselves as to merit and receive the approval of their commanders.

The surrender of the rebel armies having made their services no longer necessary, the several brigades and regiments have been disbanded, and most of their members have, in the general reduction of the force employed, been discharged from service. The arms and equipments have been returned to the Ordnance department.

Colored men continued to the close of the war to be employed in connexion with the trains of the Quartermaster's department as laborers at depots, as pioneers with the marching columns. In all these positions they have done good service and materially contributed to that final victory which confirmed their freedom and saved our place among nations.

I cannot close this report without calling your attention to the services rendered by the officers and agents of this department. Some of these officers had at the beginning of the war the advantage of previous experience in the Quartermaster's department during former wars, but by far the greater part of them were taken from the occupations of civil life, without military training or experience. Many of them as the war went on were promoted from the ranks of the volunteers. A very few have proved unfaithful, but the great body of them have served laboriously and zealously, successfully and honorably.

Whether in the field or at the depot, there is no intermission to the labor and the responsibility of a quartermaster. In the field he is expected to overcome the difficulties of the road cut up by the passage of troops and artillery, and to run the gauntlet of a hostile population in the rear of the armies—a population exasperated by the loss of property taken by foragers. Often insufficiently guarded, upon his vigilance and energy depend the safety of his train and of the indispensable supplies which it bears. Long after the troops are at rest in their camps the quartermaster is upon the road.

At the depot of an army the reception, care, and distribution of the immense supplies of food, ammunition, and clothing, and all other equipment, all of which pass through the hands of the quartermaster, tax him night and day. He is held to strict accountability for every item of the stores which pass through his hands.

In the greater depots which have been during the war the centres at which the business of providing for the army has been concentrated, the officers in charge have borne the responsibility of disbursing millions of dollars, collecting, auditing, and settling the vouchers issued by officers at smaller depots and in the field, and purchasing the stores to be distributed to armies through wide districts. Some of these officers have transacted business to the amount of millions monthly. From officers of every rank, from those in charge of the great centres of manufacture and purchase at the principal cities, from those to whom has been committed only the care of the property and trains of a single brigade, I have received and I recognize cordial support and assistance in the business committed to this department.

It is well understood among soldiers, that upon the efficiency and integrity of the supply branches of the service, depends in a great degree, the power to make long marches, the health and efficiency of the troops.

I have imperfectly set forth in this report, some of the more important operations of the Quartermaster's department during the past year. I hope at a future time to be able to present to you more complete and detailed information of the extent of the resources, in material and men and money, which, under your administration of the War Department, have been applied to support and sustain the armies in every part of the wide field of operation, during the past four years of war.

This information properly digested, if published, will stand before the world as an example and a warning of the power and resources of a free people, for any contest into which they heartily enter, and from it the soldier and statesman will be able to draw valuable lessons for use, in case it ever again becomes necessary for this nation to put forth its strength in arms.

The merits and services of many of the officers of the department have been presented to you by myself, or by the generals under whom they have served in the field. I acknowledge the kindness with which their claims and my recommendations have been considered, and thank you for the recognition which has