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Report : Petition of E. Warren

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IN THE SENATE OF THE UNITED STATES.

JUNE 25, 1888.—Ordered to be printed.

Mr. BLAIR, from the Committee on Pensions, submitted the following

REPORT:

[To accompany bill S. 2949.]

The Committee on Pensions, to whom was referred Senate bill No. 2949, granting a pension to Emily F. Warren, widow of the late Major-General G. K. Warren, have examined the same and report, recommending its passage with amendments as follows:

Strike out, in seventh line, words "two thousand dollars per annum" and insert "one hundred dollars per month," also add to the bill the words "the same to be in lieu of any pension she now receives." Her present pension being \$50 per month.

Mrs. Warren is now becoming old, in weakened health, with a very limited and uncertain income, so that her present pension does not afford the comforts of life. Beyond this she has little that she can depend upon, and besides herself has necessary expenditures for two of her children. Her personal labor has become unavoidable in obtaining a livelihood.

In several familiar cases pensions to the amount provided in this bill have been granted to the widows of officers whose record of service, however distinguished, could not and did not surpass that of General Warren.

It is an act of justice merely to the memory of this gallant and devoted officer, whose remarkable record is hereto appended, to provide for the comfort of her who is the widow of one of the purest patriots who ever served in the American Army.

HEADQUARTERS CORPS OF ENGINEERS,
UNITED STATES ARMY,
Washington, D. C., August 9, 1882

GENERAL ORDERS }
No. 5. }

It has become the painful duty of the brigadier-general commanding to announce to the Corps of Engineers the death of a brother officer, Lieut. Col. Gouverneur K. Warren, brevet major-general, U. S. Army, who died at Newport, R. I., yesterday.

General Warren was graduated from the Military Academy and promoted to the rank of brevet second lieutenant in the Corps of Topographical Engineers, July 1, 1850. He served as assistant engineer on

the topographical and hydrographical survey of the delta of the Mississippi, 1850-'52, and to the board for the improvement of canal around the falls of the Ohio, 1852-'53; in charge of surveys for the improvement of Rock Island and Des Moines Rapids, Mississippi River, 1853-'54; in compiling the general map and reports (conjointly with captain, now general, A. A. Humphreys) of Pacific Railroad exploration, 1854; as chief topographical engineer on Sioux expedition, 1855, being engaged in the action of Blue Water, September 3, 1855; in charge of reconnaissances in Dakota Territory, and making map and report of same, 1855-'56, and in Nebraska Territory, 1856-'57, and preparing maps and reports thereof, 1857-'59.

He was assistant professor of mathematics at the Military Academy, 1859, and principal assistant professor, 1859-'61.

He entered upon his distinguished service in the late civil war (1861-'66) in the Department of Virginia, as lieutenant-colonel of the Fifth New York Volunteers, being engaged in the action at Big Bethel Church, June 10, 1861. He was engaged on the defenses of Baltimore, and constructing fort on Federal Hill, 1861-'62, being temporarily detached on expedition to Northampton and Accomac Counties, Va., 1861; in the Virginia Peninsula campaign (Army of the Potomac), 1862, being engaged in the siege of Yorktown, April 11-May 4, 1862, and in command of brigade, May 24, 1862; skirmish on Pamunkey River, May 26, 1862; capture of Hanover Court-House, May 27, 1862; battle of Gaines Mill, June 27, 1862, where he was wounded; repulse of Wise's Division at Malvern Hill (in command), June 29, 1862; battle of Malvern Hill, July 1, 1862, and skirmish at Harrison's Landing, July 2, 1862.

In the Northern Virginia campaign, 1862, he was engaged in the battle of Manassas, August 30, 1862, and skirmish near Centreville, September 1, 1862. He was in command of brigade (Army of the Potomac) in the Maryland campaign, 1862, being engaged in skirmishes and battle of Antietam, September 15-17, 1862; skirmish with the enemy's rear-guard on the Potomac, September 19, 1862; and march to Falmouth, Va., 1862. In the Rappahannock campaign, 1862-'63, he was in command of brigade till February 4, 1863. He then became chief topographical engineer of the Army of the Potomac, and was engaged in the battle of Fredericksburgh, December 13-16, 1863; making reconnaissances, 1862-'63; action on Orange Pike, May 1, 1863; storming of Marye Heights, May 3, 1863, and battle of Salem, May 3-4, 1863, and as chief engineer of the Army of the Potomac, June 8-August 12, 1863.

In the Pennsylvania campaign he was engaged in charge of the re-embarkation of stores at Aquia Creek, 1863; reconnaissance and battle of Gettysburgh, July 1-3, 1863, where he was wounded; and construction of bridges, and making reconnaissances while pursuing the enemy, July-August, 1863.

He was in command of Second Corps (Army of the Potomac) from August 12, 1863, to March 24, 1864.

In the operations in central Virginia he was engaged in movement to Culpeper and the Rapidan, September 13-16, 1863; combat at Auburn and Bristoe Station (in command), October 14, 1863; skirmish at Bull Run, October 15, 1863, and at Kelly's Ford, November 8, 1863; movement to Mine Run, with heavy skirmishing, November 26-30, 1863, and demonstration upon the enemy across Morton's Ford, February 6, 1864.

He was in command of Fifth Corps (Army of the Potomac) from March 24, 1864, to April 1, 1865.

In the Richmond campaign he was engaged in the battle of the Wildcat

ness, May 5-6, 1864; battles about Spottsylvania, May 8-20, 1864; battles of North Anna, May 23-25, 1864; skirmish on Tolopotomy Creek, May 29, 1864; battle of Bethesda Church, May 30, 1864; battles of Cold Harbor, June 1-4, 1864; skirmish on White Oak Swamp, June 13, 1864; assaults on Petersburg, June 17-18, 1864; siege of Petersburg, June 18, 1864-April 2, 1865; Petersburg Mine assault, July 30, 1864; actions for the occupation of the Weldon Railroad, August 18-25, 1864; combat of Peebles' Farm, September 30, 1864; action at Chapel House, October 1, 1864; skirmishes near Hatcher's Run, October 27-28, 1864; destruction of Weldon Railroad to Meherrin River, December 7-10, 1864; combat near Dabney's Mill (in command), February 6-7, 1865; actions and movement to White Oak Ridge, March 29-31, 1865; battle of Five Forks, April 1, 1865.

He was in command of the defenses of Petersburg and Southside Railroad, April 3 to May 1, 1865; in command of the Department of Mississippi, May 14-30, 1865; and was at New York City preparing maps and reports of his campaigns, June 20, 1865, to July 31, 1866.

General Warren was promoted successively from the grade of Lieutenant to that of Lieutenant-Colonel, Corps of Engineers, and Major-General, U. S. Volunteers. He received the brevets of Lieutenant-Colonel, U. S. Army, "for gallant and meritorious services at the battle of Gaines's Mill," Va., 1862; Colonel, U. S. Army, "for gallant and meritorious services at the battle of Gettysburgh," Pa., 1863; Brigadier-General, U. S. Army, "for gallant and meritorious services at the battle of Bristoe Station," 1865, and Major-General, U. S. Army, "for gallant and meritorious services in the field during the rebellion," 1865.

Since the close of the war he has been superintending engineer of surveys and improvements of the Upper Mississippi and its tributaries, 1866-'70; of survey of the battle-field of Gettysburgh, Pa., 1868-'69; and survey of the battle-field of Manassas, 1878; of Rock Island Bridge across the Mississippi, 1870; of the fortification of New London and New Haven, Conn., 1870-'74; of the improvement of certain rivers and harbors on Long Island, 1870-74; of construction of Block Island Breakwater, R. I., 1870-'82.

He was a member of commission to examine Union Pacific railroad and telegraphic lines, 1868-'69, and member of many important boards of officers of the Corps of Engineers organized for the consideration of the plans and the execution of the works of the corps, among which were the board on improvement of the Des Moines Rapids, 1867; board on bridge across Niagara River, at Buffalo, N. Y., 1870-'71; on bridging the Ohio River, 1870-'71, and 1878-'82; on plan for docks constructed for breakwater at Chicago harbor, Ill., 1871; on the completion of Cincinnati and Newport Bridge over the Ohio, 1871; on the harbors of Saint Louis, Mo., and Alton, Ill., and banks of the Mississippi, 1872; on bridging the channel between Lake Huron and Lake Erie, 1873; on ship-canal from the Mississippi to the Gulf of Mexico, 1873-'74; to examine the Saint Louis bridge across the Mississippi, 1873; on the reclamation of the alluvial basin of the Mississippi, 1874-'75; on Mississippi bridges between Saint Paul, Minn., and Saint Louis, Mo., 1876; and on improvement of the Mississippi River, from the Falls of Saint Anthony to Rock Island Rapids, 1878. He was engaged in the survey of the battle-field of Groveton, Va., and in the preparation of campaign maps of certain operations in 1862-'63 of the Army of the Potomac in Virginia.

He was appointed a member of the advisory council of the harbor Commissioners of the State of Rhode Island, 1878.

In 1870, General Warren was assigned to the charge of the surveys and improvements of various rivers and harbors in southeastern Massachusetts, and in Rhode Island and Connecticut, on which duty and in the supervision of the construction and repair of the fortifications of New Bedford, Mass., of Narragansett Bay and of Newport, R. I., he remained until the time of his death.

In scientific investigations General Warren had few superiors; and his elaborate reports on some of the most important works which have been confided to the Corps of Engineers are among the most valuable contributions to its literature.

In the field, in the late civil war, he was a brave and energetic officer, and in the high command to which he attained by his patriotic valor and skill he merited the admiration of the Army and the applause of his country.

He was kind and considerate in all the relations of life, and his family in its affliction will have the hearty sympathy of the Corps of Engineers.

As a testimonial of respect for the deceased, the officers of the corps will wear the usual badge of mourning for thirty days.

By command of Brigadier-General Wright.

GEORGE H. ELLIOT,
Major of Engineers;