those in South Africa, and it was impossible in the circumstances that they could be, was the result of the blockade of the Southern coast, a force the South was powerless to resist.

What has been said shows how clear was the role of the navy. The strategic situation was of the simplest; to deprive the South of its intercourse with Europe and in addition to cut the Confederacy in twain through the control of the Mississippi. The latter, gained largely by the battles of Farragut, Porter, Foote, and Davis, was but a part of the great scheme of blockade, as it cut off the supply of food from Texas and the shipments of material which entered that State by way of Matamoras. The question of the military control of Texas could be left aside so long as its communications were cut, for in any case the State would finally have to yield with the rest of the Confederacy. The many thousand troops which would have been an invaluable reinforcement to the Southern armies in the East were to remain west of the Mississippi and were to have no influence in the future events.

The determination to attempt by force to reinstate the Federal authority over a vast territory, eight hundred miles from north to south and seventeen hundred from east to west, defended by such forces as mentioned, was truly a gigantic proposition, to be measured somewhat by the effort put forth by Great Britain to subdue the comparatively very small forces of the South African republic. It was as far from Washington to Atlanta (which may be considered as the heart of the Confederacy) as from London to Vienna. The frontier of the Confederacy, along which operations were to begin, was fifteen hundred miles in length. Within the Confederacy were railways which connected Chattanooga with Lynchburg, in Virginia, on the east and with Memphis, on the Mississippi, on the west; two north and south lines ran, the one to New Orleans, the other to Mobile; Atlanta connected with Chattanooga; Mobile and Savannah were in touch with Richmond through the coast line which passed through Wilmington and Charleston. No