THE APPEAL.

MINNESOTA

OULD you wealth obtain, my triend, To secure which some folks steal? You can obtain it honestly, too, If you advetise in THE APPEAL.

VOL. 14. NO. 22.

PAUL AND MINNEAPOLIS. MINN., SATURDAY MAY 28, 1898.

\$2.40 PER YEAR.

JACK TAR CAN SHOOT.

SUPERIOR SKILL OF AMERICAN GUNNERS DUE TO PRACTICE.

The Recent Victories of Our Navy Demo strate to the World the Superiority of Our Gunners Brought About by System and Practice.

Our two naval victories, the silencing of the batteries at Materzas, by Samp-son, and the bombardment of Manila, by Dewey, have caused a tarill of pride to rermeate the breast of every true American citizen. The thing that has impressed us most is the superior marksnanship of our gallant defenders of the Stars and Stripes. The Spaniards have apparently been unable to do any execution with their puns, while every shot fired from the American ship seems to

have told a tale of destruction.

The natural query is: "Why is it?" How, asks the average citizen who is not conversant with naval affairs, can our ships do such damage without retaliation? And the unthinking ones set it down as an evidence of the luck of war. But it is no such thing, asserts the New York Herald. It is the result of constant drilling and a beautifully disciplined navy. There are too many calamity hewlers in America. It would be better should we blow our horns a little more. There is too great a tendency to apologize for our insufficient payy. gize for our insufficient navy. Does Ma-tenzas warrant it? Isn't Manila sufficient proof that our sailor boys can more than take care of themselves?

As a matter of fact, our boys can give the defenders of Spain cards and spades in the matter of marksmanship. That much has been proven to our own satisfaction and to the discomfiture of the Dons. And if you come right down to if, there is no little comfort in the assurance of our sureriority in this respect over most of the navies of the world.

It is no inexpensive thing, this drilling of gunners. It is a luxury which Spain cannot afford. Hence her poor showing in the recent encounters which she has had with our helps. This fact may be easily understood when you realize that during the bombardment of Matanzas Uncle Sam paid \$200 every time the Puritan discharged one of her big guns. Of course, in practice, this would be extremely expensive. Consequently our navy had adopted other means of insuring proficiency on the part of her gunners. Our ships are obliged to have target practice with big guns at least once every three months, when the number of shots fired is prescribed by regu-lations, which vary as the men grow in prefittency. The great expense attached to this necessarily reduces the number of shots fired from each gun.

But in order that practice may be cept up, daily drills are substituted, either in the form of sub-caliber or aim

The great gun practice takes place under conditions as near as possible to those which would arise in actual war-fare. The target is anchored, and the guns are trained on it both while the ship is moving and while she is station

The target is placed upon a platform supported by barrels. Up from the center comes a pole, on the summit of which is attached a red flag. Then there are four protruding canvas wings or sails, with a semicircle painted on each, so with a semicircle painted on each, so that no matter which way the target shifts, there is always a bulls'-eye to

The target may be placed at any distance outside of 1,000 yards from the vessels. Twelve hundred yards is usual ly the range. To each gun is allotted certain number of fires, or "strings," as they are technically called. The .otal number of shots fired during one-quarter for a ship say of the Texas class, would be 642. Two 12-inch guns would fire three shots each, one each with full charge, and two each with reduced charges. The weight of the shot

would be 800 pounds, and the charge of powder from 300 to 400 pounds. Then there would be thirty-six shots for six 6-inch guns, 288 from twelve 6-pounders. 144 from Six 1-pounders and ninety six from four Hotchkiss revolving can-non. Six sharpnel from 6-inch guns and twenty-two additional shots would be allowed the secondary battery, in order to give others than those regularly stationed at the guns practice in marksmanship. These days of great gun drill are epochs in the lives of our sailor boys. Four ob-servers are employed to note the accuracy of the fire. Two are in small boats on the water. They determine by means of graduated T squares the point of fall of the shot, whether it be to the right the left of the target, and whether the shot has gone short or over the mark. The other two observers are stationed on and records the apparent fall as it ap pears to the fourth observer, who watches the flight of the projectile. A similar record of shots is kept by each of the observers in the boats. This system applies particularly to when the ship stationary. In moving practice, ever possible, the same system of record-

tion of the sea. Regular reports are made to the admira of the fleet, and the successful gunners are then indeed happy. Money prizes are given to the best marksmen of the various ships, and quarterly the bureau of navigurant of the various ships, and quarterly the bureau of navigurant of the various ships. gation issues a printed circular, showing relative standing of each ship in the

this is impossible, owing to the condi

service as to target practice. This list contains the names of all the best marksmen of each ship, arranged in order of merit. This in itself fosters a spirit of emulation among the men, well as a keen rivalry between the ships, and even among the gun divisions of the same ship. The honor thus gained is by far more highly appreciated by Jack than

the mere money prize.

But it must be remembered that the actual firing of the big guns is a great expense. It is a luxury which might easily bankrupt a nation if kept up. Consequently the subcaliber and the aiming drills are those which are practiced

daily.

The former practically brings into play the same degree of skill in sighting and manipulating the big fellows. But instead of actually firing the great guns, with their massive charges, a rifle musket is placed inside the bore, the shot is discharged from that. There is a circular frame, with four supports, which fits inside the bore, and this supports the small firearm in position. The gunner thus has practically the same opportunity to exercise his skill and accuracy and to maneuver the big gun as he would have if it were heavily charged.

The aiming drill is a most interesting operation, in that no shot is actually fired, yet the greatest degree of accuracy is obtained. In this drill the marksman a rifle on a tripod at a distance of usually thirty feet from the target, the operation taking place on the main deck.

The target is a piece of blank paper, ruled off into squares and nailed upon a wooden background about the size of an ner's mate, holding in his hand an ordinary disk made of tin and perforated in the center with a small hole. This disk has a handle and the gunner's

mate holds it over the target.

The man at the gun sights his weapon, aiming at the hole in the center of the disk, which he tries to get as near the exact center of the target as possible. As he squints along the barrel he calls out to the gunner's mate where to sight the

Right, left, up and down goes the piece Hight, left, up and down goes the piece of tin, according to the direction shouted out by the marksman. When he thinks he has trained his rifle so that it points directly at the center of the target, and the ball would go through the hole in the disk. he shouts "stop!"

Then the gunner's mate takes a pencil, and holding the disk in position, makes a mark through the center upon the paper.

and holding the disk in position, makes a mark through the center upon the paper target. This operation is repeated three times, and then the next man has his trial. The idea of the three shots is to get them as closely together on the target as possible—that is, the three pencil marks forming the smallest triangle constitute the best markmanship. To determine the center of the triangle formed by the three pencil marks is a simple mathematical calculation, and thereto.

by the three pencil marks is a simple mathematical calculation, and thereon hinges the result of accuracy.

Pistol practice among the officers is also largely indulged in. The poop deck is usually the scene of this, and the target is an ordinary iron one, with paint pot and brush close at hand. Somebody will suggest a trial at skill, with a round of beer to go against the score of the poorest marksman. But it is all good practice.

Whenever possible our navy is perfectwhenever possible our navy is perfecting itself in markmanship. Practice with rifles and revolvers takes place both afloat and ashore at very frequent intervals. And that is why our navy has been so successful in recent encounters. It is one thing not to flinch under fire through pure bravery, and it is another thing to realize that bravery is backed up by the consciousness of superior skill. And that is why our gallant tars have

FIRING 8-INCH GUNS.

the moment of explosion, and on the moment of explosion, and on the street of the moment of explosion, and on the street of the moment of explosion, and on the street of formed which have never been success fully analyzed.

rully analyzed.

The ordinary charges placed in the 12-inch guns of the United States warships during this complicated chemical transformation exert a pressure on the walls of the cannon of about forty-three tons to the square inch. This force serves to start the projectile and develops a speed of 2,019 feet per second by the time the shot reaches the muzzle of the cannon. Up to this stage of the explosion the chemical action has gone on in perfect silence. The tremendous report which plays such havoc with the nerves of the gunners is not caused by the explosion itself. But as the projectile emerges from the muzzle it leaves behind it a vacuum in the barrel of the gun, and the report is caused by the air in its rush to fill up this empty space.

The hardest work a gunner is called The hardest work a gunner is called upon to do is to stand the tremendour shock. The forces exerted by these gases in expanding seem to radiate in all directions from the cannon, as ripples are caused by dropping a pebble in a pool of still water. As a matter of fact, it has been discovered that these lines of force are exceedingly complicated affairs, and play very queer pranks about the cannon. play very queer pranks about the cannon. As a result, few people know just which s the safest or the most dangerous place for a gunner to take beside his gun. The center of disturbance at the moment of explosion is the mouth of the gun. In the case of the great thirteen-inch guns on our monitors, a position back of the

BLOCKADE RUNNERS.

REMINESCENCS APROPOS OF THE CUBAN SITUATION.

Adventures of Those Who Supply the Be. leagured-The Attempt to Break in at Hampton Roads Brought on the Most Dramatic Conflict of the Civil War.

Doubtless the greatest and most memo rable blockade in the annals of warfare was that of the ports of the Southern states by the Federal government, beginning in April, 1861. It involved the closing and patroling of 3,500 miles of coast much of it mittees in the closing and patroling of 3,500 miles of coast, much of it with an inland sea and double line of shore. In some cases it necessitated riding our storms at ancho-off a lee shore, where such action had been formerly considered wellnight hope-less. Add to this the fact that at the beginning of the war the United States mayy existed almost in name only, and we can readily understand why the blockade at first was ineffective and why blockade running became so popular. In the beginning, it is recalled by the Phil-adelphia Times, old, infirm, and even condemned vessels were freely used for this purpose, as their capture involved no serious loss, and the chances of their getting into port were fair, inasmuch as the Federal government had but few faster boats with which to give chase; but as the blockade became more and more efficient the condition of the block-ade runners underwent a corresponding What This Really Means — Effect

Upon Body and Mind.

Not one man in ten thousand has a clear idea of just what happens when a big cannon is fired. The physical mani
the muzzle.

In addition to this force there is an immense pressure exerted on the sides of the cannon, so that another distinct series

ade runners underwent a corresponding change. There were three blockading squadrons—in Chesapeake bay, on the Atlantic coast, and in the guif—and it is a remarkable fact that the most important naval fight of the war (for reaching in

Inis was owing to the scarcity of competent men and the risk they ran. They could ply their trade only on dark nights, and if captured they were sure to be kept in prison until the end of the wat. Hence they demanded high pay, and, if successful, made big money. One such pilot, hailing from Wilmington, N. C., made fourteen trips without being captured, and after that he could afford to spend the rest of his days ashore.

That blockade running was full of ex-

spend the rest of his days ashore.

That blockade running was full of exlitement goes without saying. A graphic
description of a trip from Nassau in one
of the fastest runners is given in the
diary of a Confederate staff officer:

"The first day out." he says, "nothing
unusual occurred; we steamed all day
fully seventeen miles an hour, and saw
nothing to prevent us from steering on nothing to prevent us from steering on our course. On the second day we had to keep off a little, as we saw smoke to the southward, but at night we could see the Bull's Head light at the entrance of Charleston harbor. Owing to a thick fog, however, we could not make it until it was nearly daylight, and then, finding ourselves very close to a number of Fed-eral cruisers, we saw it was cuite impossible to run in, and so again put out lo sea. Shortly after we again found burselves in dangerous proximity to a cruiser. It was painted white, and in very respect made to resemble a blockade unner. Indeed, it is not at all unlikely that it was one originally, and was cap-ured and converted into a gunboat by the

nemy. "We were discovered, and a chase ensued which lasted all day. For several hours the Yankee seemed to gain on us and the excitement was great on board our steamer. At 12 o'clock the captain gave orders to commence throwing the cargo overboard, in order to lighten the vessel, and package after package of valuable machinery was consigned to the deep. An hour passed away and we found that we were distancing our pursuer; in a few hours more, owing to our great speed, we were out of sight, and "We were discovered, and a chase en-

mean war. For want of something better mean war. For want of something better to engage his attention and love of adventure he now engaged as a blockade runner, sailing under the name of Capt. Roberts. His first vessel was a fine double-screw steamer of 100 tons, 250-horse power, 180 feet long and 22-foot beam. His crew of thirty-four men were all English and received high pay. The hull of the vessel, the D—n, was painted a dull gray; anthracite or smokeless coal was burned, and, in order that no noise might be made, steam was blown off under water. Among other precautions der water. Among other precautions taken were the following: It was ordered taken were the following: It was ordered that there should be no male birds among the fowl taken on board for provisions, in order that untimely crowing might no at some critical moment betray the craft On the first trip out from England Hopart Pasha, taking the advice of southern lady, whom he made inquirie of before starting, took on board among other merchandise, 1,000 pairs of women's corsets, a lucky venture on which he realized 1,100 per cent profit, when, after some exciting adventures, he landed them some exciting adventures, he landed them safely in Wilmington. His main cargo consisted of heavy boxes labeled "machinery," and was paid for by the Confederate government in cotton. His closest call came at 11 o'clock on the morning of their arrival, when he suddenly found a Federal steamer alongside the D—n. How the enemy got there without his knowledge was a mystery. However, there the vessel was, and soon a stentorian voice called out: "Heave to in that steamer or I'll clear week."

PRIVATEERING.

BRAVE MEN ENGAGE IN THE TRADE AND SECURE PRIZES.

t May be Very Disreputable. But it is an Occupation Followed By Many During a War Between Nations With Considerable

Chamber's Journal: The first mention Chamber's Journal: The first mention of privateering—possibly in this case piracy—in connection with Liverpool, is in the year 1563, when a ship belonging to Sir Thomas Stanley, son of the earl of Derby, brought a prize into the Mersey amid great rejoicings." It was in the reign of George II., however, that privateering was taken up as a business. vateering was taken up as a business enterprise by the Liverpool merchants. In 1774 Liverpool possessed four privateers, which, during the French and Spanish war, captured about a dozen shipsas mall set-off, however, to the round hundred satings to and taken from Livers Livers Livers and taken from Livers a hundred safling to and taken from Liver pool by the enemy.

The breaking out of the seven years' The breaking out of the seven years' war, in 1756, came as a blow to Liverpool, whose trade in "black ivory" had been making prodigious strides. Swarms of French privateers found their way into the Irish sea and at one time actually blockaded the town for several weeks. Insurance rates went up enormously, and trade was practically at a standstill. The merchants, however, did not weit for merchants, however, did not wait for ruin with folded hands. Taking the hint from the enemy, they not only fitted out their useless ships as privateers, but built new vessels for the service. These they let loose on the enemy's commerce, and the result was remarkable. One of turned in a few weeks with a French West Indiaman worth \$100,000; other equally valuable prizes followed in quick succession. "They the whole country became mad after privateeering," and the mania even spread to the colonies. The Liverpool privateersmen, second to none in courage and seamanship, made many prizes, but, on the whole, the result of war to the merchants was disastrons In the first four years alone 143 versels belonging to the port were captured by the French, and this more than counterbalanced the gains of the privateers.

The experiences of the seven years' war were repeated during the American war for independence. The Americans at the outset sent forth a fleet of privateers, and soon the trade of Liverpool sank to small dimensions. Yet it was only when the French and Spaniards joined in the war that Liverpool entered with its old energy into the privateering business. But, once started, so great was the zeal displayed that between August, 1778, and April, 1779, 120 private cruisers were fitted out. An entire stop was rut to the comout. An entire stop was jut to the commercial progress of the port, however, and "beyond the occasional bustle of numerous sales by auction of the cargoes of prizes taken from the enemy, there was little business transacted." It was, "indeed, only the activity and success of the privateers that saved many of the Liverpool merchants from ruin.

erpcol merchants from ruin.

The greatest of Liverpool's privateerit. As a result of all these forces the atmosphere is, of course, violently dis-turbed. Although no projectile strikes the gunner, who must stand by, it will be seen that the air is full of missiles in the form of invisible lines of force or vibration, which bombard, as it were, every part of the gunner's body at the same

An examination and analysis of the effect produced upon the human system and the mind by the firing of a cannon is most engrossing. Men generally accounted courageous tremble violently in their knees; others feel nauseated; some have severe headaches; a few have had their eardrums split or the action of their

heart affected.

Take the vital organ, the heart, first. In the space between the right auricle and ventricle are a set of fine, thread-like cords called the tendineae. The concussion makes them tremble like timbers in a building, when there is an earthquake. In a weak man, the chamber of the heart is left open for an instant; the opening and closing springs lose their control; the heart shakes; possibly the chordae tendineae are snapped; contrac-tion or dilation of the organ ensues and in some instances death follows.

Deafness induced by an explosion may be traced to the sudden pressure upon the inner orifice of the ear and the tremendous vibration set up. The thin, transparent, fairly bright membrane called the drum of the ear is burst, like a piece of tissue paper held taut and forcibly blown upon. Sounds are con-veyed by the beating of a tiny mallet this anvil. If the beating is too rapid and too forcible, the membranes may be ruptured, a temporary disturbance of the mind occurs and the sufferer bcomes dizzy.

When the knees tremble it is due to the nervous shock produced in the cerebellum. All the nerves and muscles are thrown in atonic contractions and relaxations and the knees appear to give

Nausea is also caused by the physio-logical change that takes place in the brain. There is a pressure of blood there.

The whole nervous system, which resembles a mass of fibrous roots running all over the body, is affected when a cannon as large as an 8-inch gun is fired in close proximity. The nervous tissue of the body is divided into two different structural substances-the which is grayish and the fibrous, which is white. In the former nervous impressions and impulses originate; by the latter they are conducted. The gray matter forms the essential constituent of all gan-glionic centers. A third structure—chiefly in the sympathetic system-is called gela-

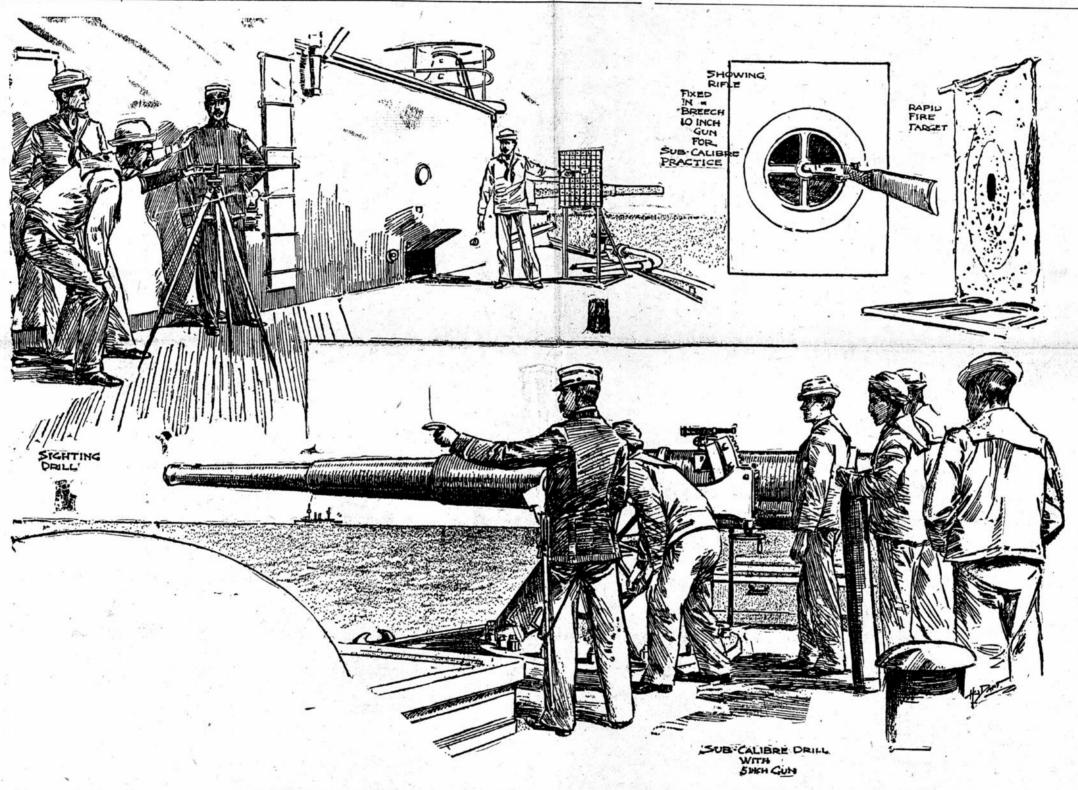
tinous nerve tissue.

The nervous substance is again divided into two different systems. The first, connected directly with the great central mass inclosed in the skull and spine, is called the cerebro-spinal system; the other, called the sympathetic system, consists of a double chain of ganglia with the branches that go to and come from them. The large brain, or cerebellum, is the center of disturbance when the visible effect is seen in trembling knees. The cerebrum is the headquarters where confusion succeeds the shock of the explosion and nausea ensues.

Other outward manifestations occur when a gun goes off. For instance, clothes may be torn or a man even knocked down by the concussion. At the battle of the Yalu Capt. Philo Mc-Giffin, who was standing near a finch gun, had his trousers torn into ribbons on one leg and a long rent in the other; his uniform was as full of holes as a moth-eaten jacket, and he was nearly blinded and stunned. Yet, he knew tho blinded and stunned. Yet, he knew the gun was going to be discharged, but he did not realize how close he was standing to the muzzle and how the gases liberated by the combustion radiated in all directions

When the new battleships Kentucky and Kearsarge have practice drills in gunnery an interesting situation will arise. The gun turrets are placed directly over one another. If both guns are discharged simultaneously the men in the metallic confines of the turrets will occupy unenviable positions.

Not a Lucky Name. The name of the ex-Empress Eugenie was-Montijo. It may be found that she is a con-nection of the admiral at Manija. She was the Spanish countess of Teba, and her birthplace-was Gransda, which is a day's journey from her mother's birthplace in the mountains of Andaturia. The Boston Transcript thinks Montito is not a permanently fortunate name.



"WHAT HAS IMPRESSED US MOST IS THE SUPERIOR MARKSMANSHIP OF OUR TARS." There is no luck about it-it is all the result of hard work. Sub-caliber practice is the foundation of it, and these sketches tell you all about it.

festations are numerous. Even profes sors of chemistry and physics are stumped when they want to differentiate all the gases set loose and the peculiar effects they induce. The puff of whitish smoke, the flash of fire, the dim image of the flying projectile, the roar and the recoil are all familiar, but back of all these is a complex mass of phenomena most bewildering to the mind of any but an artillery expert. First, the cubes, disks, hexagons or irregular lumps powder are chemically transformed i powerful, expanding gas the instant firing takes place, says the New York World. Then there are innumerable by-World. Then there are innumerable by-products that even chemists do not understand. The explosion of gunpowder is divided

into three distinct stages, called the ignition, inflammation and combustion. The ignition is the setting on fire of the first grain, while the inflammation is the spreading of the flame over the surface of the powder from the point of ignition. Combustion is the burning up of each grain. The value of gun-powder is due to the fact that when subjected to sufficient heat it become a gas which expands with frightfu a gas which expands with frightful rapidity. The so-called explosion that takes place when a match is touched to gunpowder is merely a chemical change, during which there is a sudden evolution of gases from the origina

It has been calculated that ordinary gunpowder on exploding expands about nine thousand times, or fills a space this much larger as a gas than when in a solid form. When this chemical change takes place in a closed vessel the expansion may be made to do a work like that of forcing a projectile along the bore of the great gun or test tube in the line of least resistance. The chemical composition of gunpow-der is very simple. The ordinary Eng-lish or brown gunpowder used at pres-ent in the United States navy is composed of 75 per cent potassium nitrate, 15 per cent charcoal and 10 per cent sul-

nitrate of soda gives of oxygen, which combines with the carbon of the charcoal, forming carbondioxide gas.

It has been calculated that only about 43 per cent by weight of the powder is converted by the explosion into gas.

phur. At the instant of explosion the

or snocks also radiates outward from the barrel of the gun. These lines of force are influenced, besides, by the recoil of the gun, which tends to make the lines curve outward and intensifies the shock. These are in turn more or less compensated by the forces of the air opposing them as it rushes into the mouth of the cannon when the projectile leaves ing heroes was a personage famous in his day and not yet utterly forgotten-namely, Capt. Fortunatus Wright. Soon after he outbreak of the war with France in 1744 he, conjointly with some English merchants in Leghorn, fitted out the Fame privateer to cruise against the French. The Gentleman's Magazine for December, 1746, stated that the Fame (Capt. Wright) had captured sixteen French ships in the Levant, worth £400. 000. Capt. Wright's most remarkable achievement, however, was in 1756, when the renewal of the war with France became imminent. In that year he built a small vessel at Leghorn, called the St. George, to cruise against the enemy. His project becoming known, a French xebec of sixteen guns and 280 men bore down upon Leghorn and hovered outside the harbor in order to capture him when he came out. So much injury had Wright done to French commerce during the last war that the French king had promised the honor of knighthood, a pension of 3,000 lives per annum for life and the com-mand of a sloop-of-war to whoever should bring him into France, alive or dead. The candidate for knighthood, therefore, impatiently waited for him. The Tuscan government, being at this time in close sympathy with the French, would not allow Wright to leave port with more than four guns and twenty-five men. With this armament he left the harbor on July 25, having three other small vessels under convoy. No sooner was he clear of the harbor, however, than he took on board eight other guns, which had been secretly stored by the convoy for his use. He also prevailed upon fifty-five of their men, composed of Slavonians, Venetians, Italians, Swiss and a few Englishmen, to enter on board his ship. Next morning

the Frenchman bore down upon him, and at 12 o'clock the engagement began, in sight of about 3.000 well-wighers of the

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ton Roads. It was the battle of the Monitor and the Merrimac. Nassau, in the Bahama islands. less than three days' run from Charleston or Wilmington, was a favorite place for the fitting out of blockade runners, and the Bermudas, but a short distance far-ther away, also offered excellent facilities in this line. Previous to the war, Nassau was a quiet, insignificant place, whose inhabitants lived chiefly on fish and oc-casionally did a little business in wrecking. When it was made the chief base for the contrahand trade, however, Nas-san began to wear quite a different aspect. Traders in forbidden stuffs flocked here like the pirates of old who swarmed about Jamaica. King Cotton was in his glory. The harbor was filled with vessels of all nations. Huge steamers and three-masted ships astonished the be-wildered darkies. Mountains of cotton

as exects on the armament or the whole

world) took place in consequence of an attempt to break the blockade at Hamp-

appeared on the wharves, and if a gold mine had been discovered it could not have created a greater stir.

The bulk of the blockade running by English vessels, manned by English sailors, and as the war progressed many fast steamers were especially built for the purpose in England. The leading characteristic of these craft consisted of low and slender hulls, powerful engines, twin screws and feathered paddles. They were unincombered by spars, save the one necessary to support the crow's nest for the lookout. They were painted a dull white, the precise shade of which was so nicely ascertained by experience that a properly dressed runner on a dark night was absolutely indiscernable at a cable's was absolutely indiscernable at a cable's length. So particular were the captains on this point that some of them even insisted upon their crews wearing white when on duty at night. It was the business of the blockade runner to hide, to run and not to fight. A single blow or shot in self-defense would at once turn it into a pirate, with the penalty of death should blood be spilled. The pilot was the most important man on board, and for his services any price demanded was paid, especially as the blockade of the Federal fleet became more and more stringent. Some pilots at this time received as high as \$10.000 a round tripthar is, to the blockaded port and back.

ahead!" and she shot away into the dark that night we headed for Wilmington, N. C. At 3 o'clock in the morning we sighted the Cape Fear light, but as it would take ness and escaped. us nearly until daylight to reach the blockading fleet, and then, if we failed to run through, we should be surrounded and captured, we once more put to sea All the next day we were chased and ran away from everything that attempted to run us down; as the shades of night were descending we put in again for the shore The captain, knowing that he had not erough coal to steam back to Nassau if he failed to run in, determined to attempt it at all hazards and to land his crew and passengers even if he had to beach his vessel and blow it up. All the boats were lowered from the davits and all on board were told off in crews to every boat, so that in case it became necessary to run in on the beach and destroy the vessel there should be no confusion. When it became dark all on board were ordered on deck and we had to wear shirts over our coats so as not to oe seen at a dis-tance, a dark object being visible at a much greater distance than a white one much greater distance than a white one at night. The passengers were assigned to the duty of passing the word to the men at the wheel in a whisper from one to the other. At last we were in the midst of them, gliding like a snake here and there and seeming to pass through the water quicker than thought. We could see the lights or the Vanher blacker. see the lights on the Yankee blockaders to our right, left and in front of us. At last we were seen and a rocket went up; then a breathless silence for a few min-utes, many crouching behind the bulwarks, for we fully expected a shower of shot and shell, and then we were under the guns of Fort Fisher and in safety.

On her return trip, as soon as the D-n left Wilmington harbor, she was chased again, but made her escape. When daylight broke she was again discovered this time by a large paddle-wheel cruiser which chared her all day and must eventually have caught her had it not been for the friendly Gulf stream, into v hich Hobart Pasha plunged his craft, changing her course so as to run with the current, while the craiser, changing her course before entering the stream, could not make as good headway and was scon distanced. Eventually Hobart reached Nassau, where he remained un-'til the dark nights came on again, when he started out upon a second run to Wil-mington. Luck again favored him, and, although he made four trips in all in the D-n, including one unsuccessful attempt to get into Savannah, he was never caught, but returned to England and turned the vessel over to her second officer. Under the latter she was captured on her very next trip, but not be fore passing through an exciting adventure, in which her new commander greatly distinguished himself. Being chased by a cruiser, a large full-rigged corvette, and nearly overtaken in a stif breeze, he turned his vessel around, head to the wind, and deliberately steamed past his pursuer at a distance of less than fifty yards. The latter, being under headway, went nearly a quarter of a mile before she could turn, and so lost her in tended prize. The next morning another Federal government vessel came upon the D-n unawares and captured her. The captain of the cruiser remarked as he came on board: "Well, Capt. Roberts, so we have caught you at last." Great was his surprise and disappointment on hearing that the captain he so wanted had returned to England by the previo mail steamer.

Hobart Pasha, six or eight months later, resumed blockade running and got safely to Wilmington once more with his new fast paddle-wheel vessel and her cargo. He also got away again safely to Bermu. da, but there some of his men crush

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