

# FEARS FOR TWO WAR SHIPS

## THE KEARSARGE AND NANTUCKET OUT IN THE BIG GALE.

The Corvette Left New-York Last Friday with the Monitor in Tow for Cape Fear River—No Tidings of Them Have Been Received—They Should Be Off Cape Hatteras—Confidence Expressed in Commander Crowninshield—Naval Officers Are Somewhat Anxious.

WASHINGTON, Aug. 29.—Some apprehension is felt among naval officers here that the United States corvette Kearsarge, having in tow the single-turreted monitor Nantucket, may have been caught in yesterday's blow. The Navy Department shares this anxiety, but has no knowledge of the two vessels except that they were supposed this morning to be off Cape Hatteras somewhere.

The Kearsarge left New-York last Friday bound for Wilmington, N. C. She had in tow the old monitor Nantucket, consigned to do duty as a practice vessel for the North Carolina naval reserves. The orders to the Kearsarge directed that vessel to tow the Nantucket to the mouth of the Cape Fear River. From there the Nantucket was to steam up to Wilmington unaided.

It was calculated that the Kearsarge with the Nantucket in tow could not make more than six knots per hour. At that speed the Kearsarge, if all went well, should reach the mouth of the Cape Fear River to-morrow, or, at the latest, by Thursday morning.

The Kearsarge is in command of Commander A. S. Crowninshield. This officer was for several years in charge of the New-York State schoolship St. Mary's. The Nantucket is in command of Lieut. Harry H. Hosley, who has with him a detail of thirty seamen and engine-room force from the North Atlantic squadron.

The Kearsarge, it was said to-night by naval men, is fit and able to ride out the heaviest blow. The Nantucket, however, is anything but staunch. Naval officers who saw service with the monitors during the late war declare war ships of that class utterly unreliable at sea. It will be remembered that the original Monitor was lost in a heavy blow off Cape Hatteras when in tow of the Rhode Island. In that disaster many of the Monitor's crew were carried down. The danger with the single-turreted monitor craft lies in their many hatchways and the difficulty of keeping water from pouring below decks around the base of the turrets. The overhang of monitors is not adapted to stand the shock of heavy seas.

It is thought by some naval men to-night that Commander Crowninshield may have sought shelter in Hampton Roads. At midnight, however, no news could be obtained from Norfolk of the presence of the two vessels inside of the Virginia Capes.

The southerly blow of yesterday, it was thought here, should make an off-shore wind for the Kearsarge and Nantucket. In the gale in which the original monitor was lost, the Passaic, a single-turreted monitor of the Nantucket class, was saved by being towed into still water behind Cape Hatteras shoals. It is thought not improbable that Commander Crowninshield may have been able to obtain shelter in the same locality. In any event, yesterday's gale would have been less felt by the Kearsarge and Nantucket if they were caught out in it to the northward of Cape Hatteras.

The on-shore blow would make it possible, it was pointed out, for the Kearsarge to readily stand out to sea. With plenty of sea room around her, the staunch old war vessel could heave to and ride out the gale with perfect ease. Under any circumstances, it is said, Commander Crowninshield would not hesitate to take off the officers and men of the monitor and turn that craft adrift did he feel any apprehension for their safety.

A dispatch received shortly before midnight from Wilmington, N. C., states that no tidings of the Kearsarge and Nantucket had been received there.