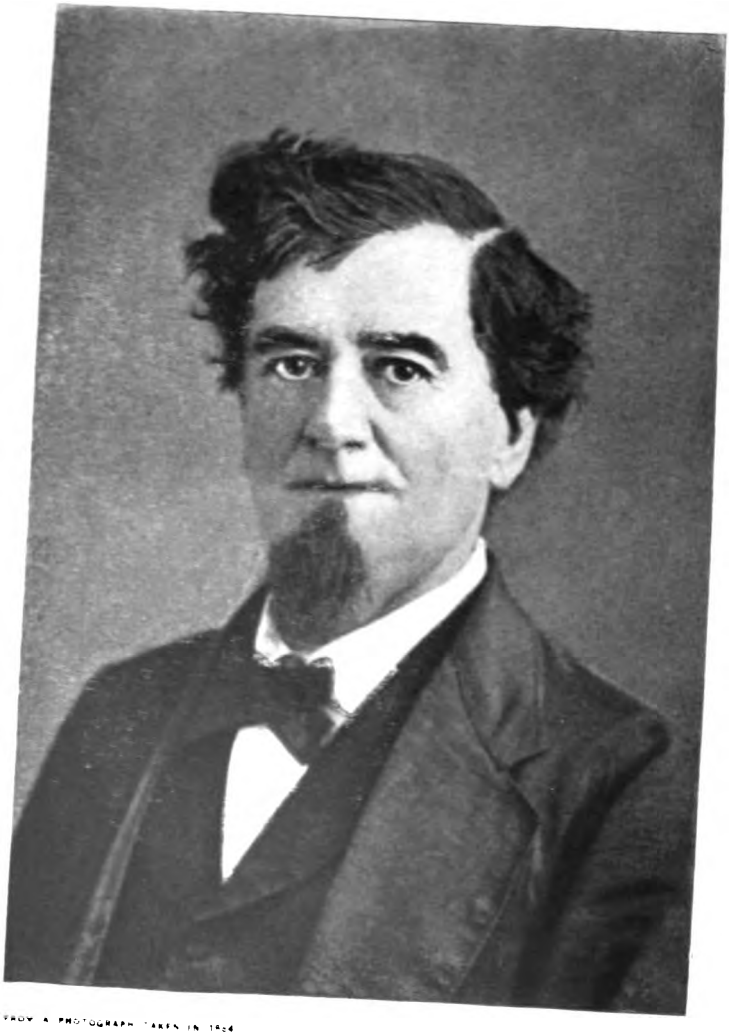
THE LIFE AND SERVICES OF JOHN NEWLAND MAFFITT

BY

EMMA MARTIN MAFFITT

The Life and Services of John Newland Maffitt



FROM A PHOTOGRAPH TAKEN IN 1854

J. N. Maffitt

FRONTISPIECE

LIFE AND SERVICES
OF
NEWLAND MAFFITT

BY

MARTIN MAFFITT

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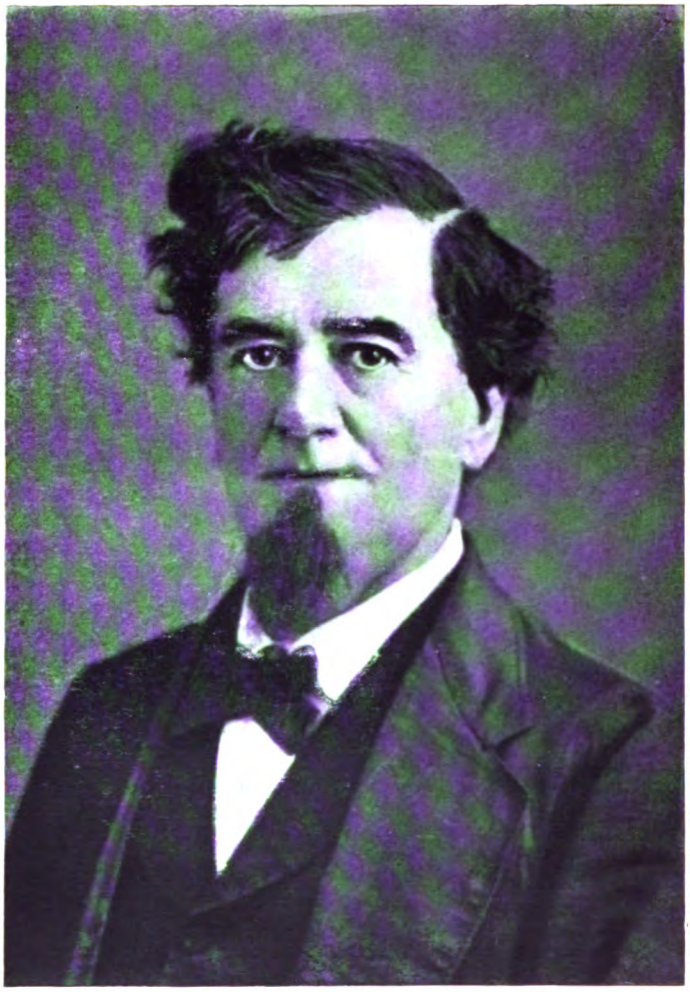


FROM A PHOTOGRAPH TAKEN IN 1884

J. N. Maffitt

FRONTISPIECE

SERVICES

MAFFITT

MAFFITT

COMPANY

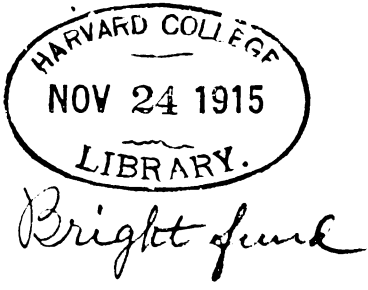
THE LIFE AND SERVICES OF JOHN NEWLAND MAFFITT

BY

EMMA MARTIN MAFFITT
(*His Widow*)

ILLUSTRATED

NEW YORK AND WASHINGTON
THE NEALE PUBLISHING COMPANY
1906



I Gratefully Inscribe
To
Mr. James Sprunt

The faithful friend who, more than any
one, has encouraged and aided me
in this work, and whose untir-
ing devotion to my bus-
band's memory deserves
this recognition

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PREFACE

The "Life" to which these lines are the introduction is the outcome of a promise made by the writer to "Florie," eldest daughter of Capt. John N. Maffitt. She expressed to me, a year before she passed away, her great desire that I prepare for publication the life of her father. I urged my unfitness, or inability, for the task, but she insisted that I alone could prepare the record which the public had a right to expect because of the part which her father had taken in our great struggle. Her request was sealed by her sad death, but it was not until the passing of her father, two years later, that I was inspired to fulfil my promise, in part, by preparing his obituary notice. The urgent necessity of training and educating my young children compelled the postponement of any further effort in this direction, but not for one moment have I been unmindful of its demands. It has been ever before me as my life's work, a work to be done when other duties permitted the opportunity.

My inspiration in this work has been to do justice to my husband's memory, and, as much as possible, to eliminate myself. Wherever he had uttered a word which memory retained, or left a written document or sentence, it has been set down. So far as possible he has spoken for himself. My work has been to bridge over any hiatus by explanation or comment, when such was necessary.

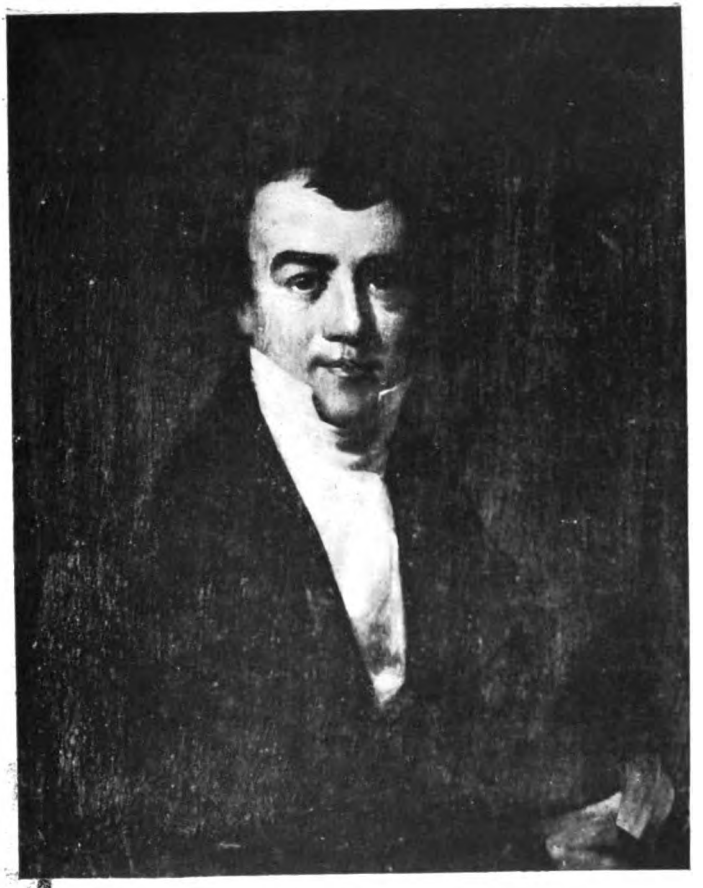
To the brave and loving hearts who admired him living and mourned his death, to the earnest student of "the times that tried men's souls," to the seeker after historic truth I commit this record of the life of a man whose watchword was ever *duty,* who shrank from no sacrifice in the fulfilment of what his conscience required of him, and who never made

plaint of hardship or loss. My modest abilities cause me to shrink from criticism, yet I must brave even this in order to perform my duty to the loved spirits who called me to this task.

In the brief sketch of Rev. John Newland Maffitt, which is comprised in the first chapter of this volume, I have been dependent upon such meager material as I have been able to gather from the gleaning of others, as he had passed to the reward of his labors long before I met his son.

To Dr. Stephen B. Weeks I am indebted for kindly advice in regard to my work and a revision of one or two chapters, and but for his distant residence in Arizona I would have gladly availed myself of his ability and submitted the entire work to him.

E. H. M.



REVEREND JOHN NEWLAND MAFFITT

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THE LIFE AND SERVICES OF JOHN NEWLAND MAFFITT

CHAPTER I

REV. JOHN NEWLAND MAFFITT

Rev. John Newland Maffitt—Extracts from his Autobiography—Early boyhood—Emotional nature and conversion to Methodism—Sketch of him by A. H. Redford, D. D.—Personal appearance and persuasive eloquence make him the most popular preacher in the Emerald Isle—Marriage—Graduate of Trinity College—Family—Fields of Work—*Western Methodist* issued, now *The Christian Advocate*—Personal incident of his work in Tennessee—Elected Chaplain to the lower House of Congress—"Historic Eras"—Death—Children.

In an Autobiography of the Rev. John Newland Maffitt published in New London, Connecticut, in 1821, Mr. Maffitt says that his parents were members of "the Church of England," and also that his father "belonged to the Methodist Society." He himself was born in Dublin, Ireland, on December 28, 1794. A picture of the family mansion in Dublin, showing a view of Trinity College in the near vicinity, was in the possession of a member of the family until quite recently, and I had the pleasure of seeing it. The parents of Mr. Maffitt were, he tells us, "rigidly attached to the established Church." His father died in his early childhood, leaving him to the guidance of a loving and devoted mother. In spite of these pious surroundings, he confesses that for a few years he was "wayward and reckless in no ordinary degree"; or perhaps the very struggle against conflicting elements caused him, like a tempest-tossed ship, to veer first to one side and then to another. Being of a strongly emotional nature, the conflict ended in his joining that earnest band of true reformers whom the Church in her deadness

and blindness permitted to go from her, thereby weakening her power for good; whereas, perhaps, if wisely dealt with, their retention would have purified and awakened the spiritual life and zeal of all her members; for, as a writer in the *Atlanta Constitution* of November 1, 1891, in commenting upon this Autobiography of Rev. Mr. Maffitt, reminds us—

"In its earliest years Methodism was not so much a church as a religious association within the pale of the English Church. For a long time its Sabbath services were not held during canonical hours, and its ministers and members received the sacraments at the hands of the clergy of the establishment.

"John Wesley, the immortal founder, had what savored of a superstitious dread of schism. He feared nothing so much, unless it was the Devil, about whose personality he entertained not even the shred of a doubt. It was the work and weariness of his last years to prevent a separation which he clearly foresaw was inevitable after his death, and which he provided for in that famous legal document, the 'Deed of Declaration,' which he enrolled in the Court of Chancery in 1784.

"Mr. Maffitt's conversion, of which he has furnished full details in this Autobiography, bears a close resemblance to that of John Bunyan and the later John Newton. Religion amongst the old Methodists and the older Puritans was not an evolution, but a cataclysm. The line of cleavage between the old and the new was abrupt. Maffitt had his share of visions and wrestlings, and hand to hand conflicts with Apollyon in the Valley of Humiliation.

"Let not the beardless theologians of the present generation," this writer goes on, "mock these experiences of the fathers. There may have been a bit of superstition and a greater amount of subjectiveness in all this, but when they were converted it was from head to heel and from center to circumference. It made them the moral heroes who went forth to the spiritual conquest of the American wilderness, and the moral uplifting of the Cornish miners, and the weavers

and spinners of Manchester, and the sailors of the London dock-yards. It gave Asbury and McKendree to America, Gideon Ousely to Ireland and John Newton and a score like him to England."

In a sketch of Rev. J. N. Maffitt, by A. H. Redford, D. D. (published in the *Sunday-school Magazine* for May and June, 1876, Nashville, Tennessee), I find the following: "From his early childhood he had entertained the impression that he would be a preacher * * * a revival in the city of Dublin under the ministry of a soldier preacher opened the way for him to exercise his gifts; and soon we behold him offering hope to the despairing, salvation to the lost, and life to the dead. His earnest appeals arrested the ungodly, aroused the Church, and brought much fruitage to his Master.

"Ungenerous criticism determined him again to decline the work to which he yet believed himself divinely called, when Arthur Noble, the friend and colleague of Gideon Ousely, the famous Irish missionary, invited him to meet him in Ballymena and travel with him on his missionary route. Handsome in person, graceful in his manners, tender in his address, and endowed with a powerful and persuasive eloquence, he soon occupied a place in the popular thought that could be claimed by no other preacher in the Emerald Isle.

"Methodism was held in abhorrence by many in Ireland at that time, and Mr. Maffitt suffered great hardships through his zeal without knowledge or wisdom in his earlier efforts in the cause he had espoused."

Early in life he had married a young and beautiful girl, who joined her influence with that of his mother to dissuade him from joining the ministers of the Methodist persuasion. Mr. Maffitt had received a liberal education and was a graduate of Trinity College, Dublin. His parents were people of wealth, "one sister, Emily, had married into the nobility of England and was said to have been the most beautiful woman in the United Kingdom, and withal sparkling with wit and

intelligence." Another sister married Dr. Ball, and coming to America finally settled in California. This sister was the only member of the Rev. Mr. Maffitt's family who was with him at the time of his death. An elder brother, Dr. William Maffitt, having received letters from a friend in America urging him to join him, which he decided to do, the family induced Mr. Maffitt to accompany his brother to America.

In the opening paragraph of his Autobiography Mr. Maffitt writes: "From the romantic retreats of far-famed Erin—borne on the fickle winds of adverse fortune—a lonely stranger brings his might of sorrow, and lays the dew-starred treasure at Columbia's feet."

Dr. William Maffitt settled in North Carolina near Fayetteville, where he and his family lived until their death.

Rev. Mr. Maffitt remained in New York until his family joined him. "In 1822 he offered himself an itinerant preacher to the New England Conference, and was admitted on trial. His first appointment was with the celebrated George Pickering as a conference missionary. In 1823 he was sent to Fairhaven and New Bedford, and the following year was the junior preacher on the Barnstable circuit. In 1825 he was stationed in Dover, and in 1826 in Dover and Somersworth. At the Conference of 1827 he was appointed to the city of Boston, and in 1828 to Portsmouth, where he continued for two years. In 1830 he was returned to the city of Boston and the following year was left without an appointment.

"During the ten years that Mr. Maffitt traveled as a preacher he performed the duties of an itinerant with energy and zeal, and in the several fields he occupied success crowned his labors. Whether as a missionary carrying the tidings of a Redeemer's love to the poor and humble throughout the New England Conference, or lifting the standard of the cross in the rural districts, or unfurling its crimsoned banner in the capital of Massachusetts, we find him not only faithful, but beloved by the people he served and gathering on every field stars to deck the crown of his rejoicing in the hereafter.

"In 1833, in connection with Louis Garrett, he issued in the city of Nashville, Tennessee, the first number of the *Western Methodist,* a religious weekly paper, which from that period has continued under various names—among the last of which is *The Christian Advocate*—the central organ of the M. E. Church South.

"His fame had preceded him to the West, and wherever he preached vast assemblies thronged to hear him, eager to catch the words of life as they fell from his lips. As an orator he had taken rank with the first preachers of the age, and in the horizon of public esteem occupied a commanding eminence. It was not merely the fire that lit his eye, nor the flashes of genius that sparkled in every portion of his mighty appeals, nor his lofty flights of oratory that won for him a name scarcely equaled in the history of the pulpit—it was the burning zeal that was consuming him, it was his fervent piety; and, above all, it was the unequaled success which threw its full-orbed light along his path. Thousands came to hear him, and thousands through his instrumentality were converted to God.

"In the autumn of 1833 he entered the Tennessee Conference, and, with Littleton Fowler, was appointed agent for La Grange College. In 1834 he was elected to the chair of elocution in that college, where he continued for two years. In 1836 he located.

"In 1837 Mr. Maffitt appeared in Lexington, which he pronounced 'one of the most beautiful cities west of the mountains,' and entered at once upon the great business of his life. He remained here where Edward Stevenson was the pastor, upwards of two months, during which time he preached almost every day and night. On his first appearance in that city every pew in the church was filled, the aisles were crowded to their utmost capacity, and the occasion was distinguished by a quickened religious interest in the popular mind. On the corners of the streets, in the marts of trade, in places of business the fame of the preacher was on every

lip, while many were anxiously inquiring the way of life and salvation. The city press teemed with his praise, and the entire community listened to his earnest sermons coming from his great warm Irish heart.

"Day after day eager throngs came to the house of God to be instructed in the way of life, and night after night the altar was crowded with sincere penitents, inquiring, 'What must we do to be saved?' In the pulpit, in the social circle, in the street he pleaded the cause of his Divine Master, and never seemed to weary. 'God forbid that I should glory save in the cross of our Lord Jesus Christ,' was the feeling which animated and inspired him in the great and noble work to which he had consecrated his energies and his life.

"In the autumn of 1838, Richard Tydings, who was stationed in Louisville, invited Mr. Maffitt to assist him at a meeting in his church, which he accepted. He entered upon the work in the spirit of his Master, and resolved to succeed. Never before had that community been so thoroughly aroused. For several months, with the fidelity and zeal for which he was distinguished, he continued to preach in that city. The whole city, from center to circumference, was moved by the mighty influence of divine truth. The high, the low, by scores and hundreds, turned to God. Five hundred persons were converted and added to the church."

It was either in this city, or in Memphis, Tennessee, that an incident took place which Captain Maffitt told me was related to him by an eye-witness. In the city at that time, so the narrator said, were many desperate characters, gamblers, who plied their vocation on the river. Several of these, hearing Mr. Maffitt preach, gave up their practices, but some of the worst, finding their business suffering, went to the church where Mr. Maffitt was preaching, with the determination to kill him. Their leader, while Mr. Maffitt was in the midst of his discourse, aimed his pistol directly at him and fired. The bullet passed so near Mr. Maffitt's head as to sever

a lock of his hair, yet he took no notice but finished his sermon and coolly gave out the hymn. The man, who had looked to see him drop, was so overcome with surprise, admiration, and superstitious fear that before he left the building he and his comrades had renounced their evil life and afterward assisted Mr. Maffitt in his labors.

In 1841 Mr. Maffitt was elected chaplain to the lower House of Congress. There he lost none of the reputation he had won in the West.

W. J. Scott, D. D., in his delightful book, "Historic Eras," says, "Maffitt in the pulpit had a striking resemblance to Curran at the bar." Another friend, a law student in the office of Hon. Ogden Hoffman, and greatly distinguished on the bench, a man of thorough culture and decided gifts as an elocutionists, tells Dr. Scott that Maffitt's delivery was faultless, and word painting unrivaled by any minister to whom he had ever listened.

"The question has often been asked," writes Dr. Redford, "Why was it that the labors of John Newland Maffitt were so greatly blessed? Mr. Maffitt was a man of one work. The glory of God and the salvation of sinners occupied all his thoughts and controlled all his actions. He seemed to think of nothing else. We have frequently known him, after preaching in the morning, to devote the afternoon to religious conversation with penitents, and then preach again in the evening, and afterward spend hours at the altar, and then return late, not yet to sleep, but to think of the best method of achieving success. We have known him to rise frequently during the night to pen a thought that had occurred to his mind, or to kneel in prayer before God. His responsibility to God and his duty to man absorbed every thought.

"Wherever he labored he not only *expected* but *resolved to succeed;* and his boldness and zeal inspired the confidence of the members of the church, whom he expected and required to cooperate with him. He labored too with an energy that

never flagged. He seemed never to grow weary. He was no respecter of persons. Whether sin was found in high or low places, in the most scathing manner he rebuked it. He stripped it of all its covering and exposed it in all its hideousness. He was faithful to God and earnest in his efforts to save the souls of his fellow-men."

In the spring of 1850, while conducting a mission near Mobile, Alabama, Mr. Maffitt was taken ill at the house of Maj. Reuben Chamberlain. "Medical attention was procured without delay. Dr. E. P. Gaines administered an opiate and forbade his talking. He spoke but little afterward, and died May 28, 1850. A post-mortem examination by the celebrated Dr. Nott of New Orleans revealed a broken heart. On one side of it there were three holes; the other had literally burst."

In *Frank Leslie's Sunday Magazine* for March, 1880, there is an article, "Maffitt's Monument at Mobile," from which I copy the following: "Nearly thirty years ago the mortal remains of John Newland Maffitt were buried in Magnolia Cemetery, Mobile. A durable monument has been erected and put in its proper place. Though not costly, it is neat, tasteful, and appropriate. It is a thick slab of marble, gracefully carved, and placed upright on a block of granite. The inscription was kindly furnished by Bishop McTyeire. It is as follows:

"John Newland Maffit.
A Methodist Preacher.
Born in Dublin, Ireland, December 28, 1794.
Came to the United States in 1819.
Chaplain of Congress in 1841.
Died in Mobile, Alabama, May 28, 1850.
'He that winneth souls is wise.'"

I have been told by an eye-witness that Mr. Maffitt on one occasion in Brooklyn, New York, preached to three thousand persons. My husband heard him once when he preached in Baltimore, and again in Washington, D. C., where his father had to be lifted into the building through a window over the heads of the waiting crowd.

Below is given No. 8 of his "Lays of Zion," that, like the poet's eye, glances from heaven to earth, from earth to heaven." He calls it

"THE SPIRIT DOVE.

"Fly away to the promised land, sweet dove,
Fly away to the promised land,
And bear these sighs to the friends I love,
The happy, the beautiful band.
Deep gloom hath saddened my weary breast,
With sorrow my heart is stirred,
I long to hear from the land of the blest:
O fly to their bowers, sweet bird!

"O fly to their bowers, sweet dove, and say,
The light of hope is on me now,
That I pant to list to a seraph's lay
With bright glory upon my brow;
I feel that this world is not my home,
An angel's sweet voice I have heard—
It calls from beyond the dark lone tomb:
O fly to their bowers, sweet bird!

"I will wait thy coming at dawn, sweet dove,
I will wait thy coming at eve;
But bear some news from the friends I love,
And then I will cease to grieve.
I could spring from this dungeon on wings of love,
I could meet death's conquering sword,
But I cannot stay from my friends alone:
O fly to their bowers, sweet bird!

"John N. Maffitt."

The friend, who sent me the above verses in print, writes, "Maffitt wielded a graceful and glowing pen, inspired sometimes, it seemed, even as his gifted tongue, touched by live coals from the altar. The rarest eloquence is traditionary, but, put it on the living page, and commensurate with letters will be its life. Maffitt's beautiful thoughts, especially those in verse, for he was a poet not only made but born, should be gathered, and as orient pearls be strung."

Rev. Mr. Maffitt had seven children. The eldest, Eliza, married for her first husband Thomas Budd, son of Samuel W. Budd, of Pemberton, New Jersey. They had one lovely

daughter, Carrie Budd, who became the wife of Captain Tucker, nephew of Beverly Tucker of Virginia. Two daughters, both very lovely, were born to them—Lila, or Eliza, for her grandmother, and May Tucker. Lila married Horace Morse of Texas, and is dead. May married E. L. Lappington of Santa Anna, Texas.

Mrs. Eliza Budd married for her second husband Dr. Alexander of Texas. She was celebrated for her beauty and intellectual gifts. She was called "The Belle of the Brazos." The following was written to me by Rev. C. A. Malmsbury of Camden, New Jersey, an old and devoted friend of the family, who has since died, but who, before his death, had prepared for publication a Life of Rev. John Newland Maffitt. Our correspondence covered a period of several years and continued until his sudden death. He wrote that it was his life purpose to publish this biography. In one of these letters he writes in regard to Mrs. Eliza Maffitt Alexander, "What a beautiful woman she was, how lady-like in all her movements and manners—and how gentle and kind—how cultured and intelligent. Heaven shaped her in its finest mould, and touched her face and form with traces of peculiar beauty and loveliness; her hair wavy, her cheeks rosy, brown eyes, and ripe lips, brow lustrous." She retained this beauty until the day of her death in 1874.

Matilda Caroline and Henrietta, children of Rev. Mr. Maffitt, were twins. Matilda married Judge R. D. Johnson of Galveston, Texas, and was said to be so gifted that she often wrote her husband's speeches in court. Henrietta became the second wife of Gen. Mirabeau Lamar, second President of Texas. She was a most beautiful and lovely woman, the only one of Captain Maffitt's sisters whom I knew personally. A volume of her husband's poems is before me in which he sings her praises and many virtues.

"Like yon declining sun, my life
  Is going down all calm and mild,
Illumined by an angel wife,
  And sweetened by a cherub-child."

Bound with this volume is the following tribute:

"IMPROMPTU.

TO MRS. HENRIETTA LAMAR,

on presenting her with a copy of the Knickerbocker Gallery.

"Fair daughter of a gifted sire,
Whose lips were touched with hallowed fire,
And glowed with light and thought intense,
The very soul of eloquence:
And, happier still, the cherished bride
Of one who is his country's pride—
To whom the blended wreaths belong
Of valor, statesmanship, and song:
Fair lady, unto thee so blest,
And worthy of such noble love—
So doubly honored, so caressed,
So prized all other forms above—
To thee whose sweetly cultured mind
By every virtue is refined—
This wreath of kindred thoughts I send
A tribute from thy husband's friend.

Mobile, February, 1855. *A. B. Meek.*"

One child was born of this happy union, a daughter, Loretta, who married Samuel Calder, son of Judge Calder of Richmond, Texas.

Other children of Rev. John Newland Maffitt were a son, Frederic, who married Miss Caroline McKeen of Mobile, Alabama. They had two children, Walter C. Maffitt, who married Miss Lottie Jenkins of Charlotte, North Carolina, and had six children, three of whom are dead; and a daughter, Matilda, who married Mr. Benjamin Crew of Atlanta, Georgia. She was so lovely a woman that her early death in 1886 was mourned by almost the entire city. She left three children—Roberta Southerland, who married Mr. Henry Inman of Atlanta; Ben Lee; and another daughter, Helen.

Another son of Rev. Mr. Maffitt, William H. Maffitt, was married when quite young to Miss Julia ——— of St. Louis, Missouri.

CHAPTER II

John Newland Maffitt the younger—Birth and parentage—Adopted by his uncle, Dr. William Maffitt, and brought to "Ellerslie," near Fayetteville, N. C.—Sent to White Plains, N. Y.—At age of thirteen enters U. S. Navy—Letters home—Ordered to U. S. frigate *Constitution*, "Old Ironsides"—Extracts from "Nautilus, or Cruising Under Canvas," being the relation of the events of his three years' cruise in the *Constitution*—Visit of Queen of Greece to the frigate—Duel and its sad consequences—Examination.

John Newland Maffitt, the younger, was the third child of John Newland Maffitt and Ann Carnic, his wife. He was born at sea, February 22, 1819. The Rev. Mr. Maffitt had preceded his family to America, and his wife, in her anxiety to join her husband, bravely risked the voyage, then a matter of three months' "sailing under canvas." Thus, as my husband said, he was born a son of old Neptune, and was in duty bound to offer his allegiance as such. The Maffitts' first home was in Connecticut, where in 1824, when John Newland, Jr., was five years old, his uncle, Dr. William Maffitt, visited the family. Finding his brother in straitened circumstances, he begged to adopt his son John, and upon obtaining the consent of his parents, Dr. Maffitt brought him to his home, "Ellerslie," near Fayetteville, North Carolina. Some years passed in this happy home of his boyhood, of which he said in his last days, "I love every blade of grass in the dear old place."

His early friend and playmate, Col. Duncan K. McRae, has told me that even in his early boyhood John Maffitt was a leader in all their sports—his expression was, "Maffitt was a born leader." He lived at Ellerslie for some years, going into Fayetteville to school.

When he reached his ninth year his uncle decided to send him to White Plains, New York, for his education, and as a

little stripling he was sent away on the old-time stage coach, with his ticket pinned to his jacket. On his arrival in White Plains much curiosity was manifested to see the little boy who had come alone all that distance from his Southern home.

He remained at this school, under the tuition of Professor Swinburn, until he was thirteen years old, when his father's friends obtained for him a commission as a midshipman in the United States Navy. His first commission was dated February 25, 1832.

In a letter now before me, written by my husband to his Uncle William and dated Pensacola, Florida, January 7, 1833, he writes: "Last March I entered the Navy and in September received orders to the U. S. sloop-of-war *St. Louis,* on a cruise to the West Indies. 8th of December we anchored in Pensacola to overhaul ship and get in sea stores."

The letter is a most affectionate one and mentions his having met very unexpectedly a friend of the family in Pensacola and his great deligh in hearing about the Fayetteville friends. "When I met Mrs. Cameron I could hardly contain myself; why, it afforded me the greatest pleasure I have experienced for some time, but how much greater and unbounded would be my pleasure to see you and Eliza" (his cousin, Dr. Maffitt's daughter). Later he wrote, "We are on a cruise to the Windward Islands and the first port we make will be Havana."

This letter and several others in my possession of about the same date are ancient-looking affairs, without the modern stamp or envelope, the letter being folded into shape and sealed with red wax.

Another letter dated Pensacola Navy Yard, April 26, 1833, mentions his great disappointment in not receiving letters from home while in Havana, and that he had written twice to his uncle and Cousin Eliza. He reproaches her with having forgotten "that wild cousin of yours who used to run about the woods like a Mohawk Indian," and asks her to tell old Mr. McPherson that the wild little fellow who used to protect his

cherry trees from the red-head woodpeckers is now protecting "our country's commerce on the great ocean."

January 30, 1834, he obtained a leave of absence, and in September or October of the same year he was ordered to the Navy Yard, Boston.

On the 17th of February, 1835, he was ordered to the U. S. frigate *Constitution,* "Old Ironsides" of historic fame. She was the flagship of the squadron commanded by Commodore Elliot, then fitting out for the Mediterranean.

In the opening chapter of his bantling "Nautilus; or, Cruising under Canvas," Captain Maffitt describes his advent on board the *Constitution.* In fact, that whole book is but a relation of this Mediterranean cruise, which lasted three years. In transcribing some of the chapters from this work I am but giving the history of this portion of his life.

NAUTILUS; OR, CRUISING UNDER CANVAS

CHAPTER I

About the middle of February, 1835, a frigate of historic renown, [the *Constitution,* "Old Ironsides"] lay moored off the Naval Hospital in Norfolk harbor, ready for sea, and under orders for the Mediterranean—a station eagerly sought for by the officers of the Navy. Though but recently commissioned, everything about her indicated the perfect man-of-war from truck to keelson, forecastle to quarterdeck.

The meal pennant floated at the fore—a signal that the crew were at dinner. About one bell a quartermaster reported to the officer of the deck, "A shore boat coming alongside, sir, with a young officer."

The stranger passed the gangway, made the official salute, and announced himself as under orders to the ship.

"Report to the first lieutenant, sir," responded the officer of the deck. "I think you will find him in the cabin." He called one of the midshipmen of the watch and directed him to escort the stranger to the executive. There was a mutual recognition between the youngsters.

"John Maffitt! I am delighted to see you. How are you? We all will be charmed to add you to our number."

"Thank you, Anderson. It was no easy matter to obtain orders to this pet frigate; but, as you see, I have succeeded. Who are on board—any of my old friends?"

"Yes, quite a number—Randal, Benton, Hubly, and others with whom you have sailed. They will be pleased to hear of your assignment to the frigate. Report to the first lieutenant—I'll attend to your baggage. Then hasten to the port steerage, where you'll be in time for grub. Our fellows have a first rate spread to-day."

After John's orders were countersigned by the commanding officer, he proceeded to the steerage. If experience had not taught him the course to steer for that famous locality of a man-of-war, the boisterous laughter of a crowd of boy-officers would have indicated the exact spot. Ere descending the ladder, he paused and smiled at the familiar sounds.

The steerage is not inaptly termed the "Reefer's Den," as here the young wild animals are caged, fed and berthed; here they roar and kick up mischief generally. Blow high or blow low, these devil-may-care components of a man-of-war heed not the weather, nor, in fact, anything that is above or beneath the ship.

Entering the port mess-room our young gentleman found the midshipmen at dinner. Randal, an old shipmate and friend, occupied the caterer's seat, and was so interested in the business of uncorking a bottle of wine, that this addition to their number was unnoticed until John made his presence known.

"Hello, Randal! Ah, my boy, ever tinkering with a corkscrew!"

"John Maffitt! by all the rosy gods!"

The exclamation was chorussed by the entire mess, which welcomed a friend with the enthusiasm characteristic of the reefer.

"How are you, Benton?—and you, too, Hubly? Anderson told me I'd find a lot of old friends; and the sight is good for weak eyes. Give me a camp-stool, boy. Side out, some of you! I'm going to pitch in, for I see Randal has provided a regular banquet. Wine, too! By Jove! if some of the old magnates of the service were witnesses of this luxurious repast in a reefer's den, they'd turn green with anger, and growl out, 'The Navy is going to the devil!'" Seating himself, the bottle was passed, and Maffitt's health drunk with all the honors.

"You know, John," said Randal, "Benton's sister was married a few days ago; and, understanding that reefers were subject to 'short commons,' like a bonny good bride and considerate sister, she sent him several hampers filled with spoils from the wedding frolic. We appreciate the fair, and have drunk to her health and happiness now and hereafter."

"A good act should be duplicated," said John. "I'll join you fellows in a repeater. Now tell me, Randal, what are the prospects of sailing?"

"On the arrival of old 'Bruin, the bear'—our good sachem of the flag—we'll up anchor and pay our debts with a flying foretopsail," responded Randal.

"Why the application of such a beastly sobriquet to our commodore?"

"Well, my lad, I rather fancy your first interview will convince you of the aptness of the nickname. You must know," he continued, "I made my first cruise on the coast of Brazil under 'Bruin.' He has no more consideration for a midshipman than for a poodle. Our fellows were constantly irritated by his extremely bad habit of proclaiming us 'd—d young whelps.' This unceasing outrage upon our official dignity was submitted to until forbearance ceased to be a virtue; so we summoned an indignation meeting in the steerage, and a committee of ten were appointed to draft a complaint to the Secretary of the Navy. Reams of paper were produced. After much deliberation, reference to various dictionaries, and so on, the erudite communication was concocted, copied, and signed. No one seemed anxious to 'beard the animal in his lair'; so straws were drawn, and your humble servant became the victim. You may well imagine I did not approach the cabin with eagerness. However, I screwed my courage to the sticking point, and handed him the document, requesting that he would forward the same to the Navy Department.

"An assenting grunt and ferocious glance nearly lifted me out of my boots. Depend upon it, the interview was not by me prolonged, for I left with the most extraordinary alacrity. Some time elapsed ere the return mail arrived. One morning, about eleven o'clock, the orderly summoned the officers of the steerage to appear in the cabin. Like a party of criminals proceeding to the guillotine, we appeared before the presence.

"The 'bear' stood in front of the quaking crowd; in his hand was an open letter. Sternly he eyed us for a moment, and then, in no gentle voice, exclaimed, 'The Secretary of the Navy acknowledges the receipt of your report, my velvet-eared young gentlemen. He does *not* approve of my calling you "d—d young whelps."' There was a momentary pause. Every one felt that our cause had triumphed, and the commodore had been officially rebuked. Suddenly he reared his huge body to its fullest capacity, and, in a voice of thunder, roared out, 'But you *are d—d young whelps!* Go!'

"There was no necessity for pointing his long muscular finger to the door, for none stood upon the order of going, but fled with speed and consternation.

"No relief followed the action of the Navy Department, as Bruin continued to indulge in the epithet constantly, with a malicious twinkle of his wicked gray eyes. We bore the reflection upon our official dignity very meekly; nor did any one suggest another 'round robin' to the Secretary."

"Not a very flattering description of our commodore!" said John. "Has he no redeeming traits to offset these unpleasant peculiarities?"

"Yes," said Randal; "he is an expert seaman, and occasionally exhibits some kindness; but such manifestations are like angel's visits—few and far between."

"I fear," said John, "under his command our cruise will prove anything but agreeable."

"As to that," replied Randal, "you know we do not mess or sleep with him. On the quarterdeck he can roar at and pitch into us without stint, particularly if we indulge in kid gloves—which, I assure you, are the special abhorrence of the old chap. However, there is one consolation—he is no niggard in granting leave."

Dinner concluded, the gentlemen repaired to the starboard bridalport—the midshipman's resort for indulging in the luxury of the Havana.

While pleasantly passing the time in conversation, and soothed by the agreeable weed, the reunion was interrupted by the passage of the Washington steamer, from which a loud, stern voice was heard,

"Send my barge on shore!"

"Ay, ay, sir!" responded the officer of the deck. * * * The boat was soon dispatched, and after a brief absence returned with the broad pennant in the bow, indicating that the chief was coming on board. The usual etiquette was observed, of assembled officers, marine guard, and rolling drum to receive him.

* * * * * * *

CHAPTER II

Saturday night at sea—The reefers over the punch bowl—"Sweethearts and Wives," and "Home, Sweet Home"—Revelry within and a gale blowing up without.

The frigate *Nautilus*, or *Constitution*, is at sea. The brave vessel breasts the rolling billows, and Neptune claims his usual tribute

from the uninitiated. Merciless are the tormenting "oldsters" over the sufferings of the sea-sick boys, who, if dry land could just then be reached, would gladly abandon naval glory with all its romance and excitement. But they are in for it, and the superabundant bile is offered up as a midshipman's first libation to the uncompromising ocean.

In a few days this introductory episode ended; then came the ravenous appetite for "grub" and the longing for the steerage pastimes of tricks and jollity.

"Fellows," said Benton, who was a tall, gawky scion of Kentucky, "this is our first Saturday night at sea; let us do justice to the same, in accordance with the time-honored custom dating from the ancient days of Admiral Benbow. Boy," continued he, addressing a son of Afric's torrid clime (who would never look upon his fortieth summer again), "clear the wreck!—produce the tureen!—fly to the galley before the lights are 'doused' and bring a gallon of hot water!—let us have some sugar, a lump of butter, some cloves; and, Tom, produce your 'white eye' (i. e., ship's whiskey)."

"Ay, ay!" growled Tom, who, as "master's mate" of the spirit-room, made it a religious duty to secure his perquisites.

The water was brought, the hot punch made, and all who were not on duty gathered around the table.

"Well, gentlemen," said Benton, "fill up, and we'll drink to a jolly cruise, a happy return and speedy promotion."

This pleasant toast was quaffed in a bumper. A song being called for, Hubly produced his guitar, and, having adjusted the strings, inquired what the nature of his music should be—"love, murder, or 'choragic'?"

Benton, who was one of the controlling spirits of the mess, replied,

"Well, old fellow, the next sentiment, you know, is by custom and feeling, 'Sweethearts and Wives,' in honor of the night we celebrate. Knowing that several of our messmates are spoony, we'll take a pull at the sentimental halyards first. So, bouse away, my boy, and when the next song comes, with a hearty chorus we'll all heave at the bars!"

Hubly came from the Quaker State, and was a poetical, good-looking youth, who was by no means an indifferent performer on both the violin and the guitar. In a clear, harmonious voice he sang Moore's exquisite melody of "Farewell, but whenever you welcome the hour." The silence in the steerage gave evidence of an appreciative audience; and the guitar accompaniment sounded

agreeably, though mingling strangely with the moaning of the wind as it came in puffs from the northward and eastward.

At the conclusion of the song, John joined the festive board and contributed not a little to the general hilarity. Again Benton rapped upon the table. He reminded the revellers that "Saturday night" at sea always aroused reminiscences, particularly in the bosom of naval officers, who in bidding their native land good-night knew that three long and changeful years must elapse in the eventful circle of time ere the sight of that loved soil would again gladden their eyes.

All hands were primed, and the sapling Kentuckian rose to his feet. Dexterously holding his steaming glass with the disengaged hand, he gave an oratorical flourish, and thus addressed his messmates:

"Well, boys, some days ago we were all basking in the sunshine of happy associations; loved ones clustered around us; but the parting came, and those who had wives embraced them. That was denied us, as marriage, with midshipmen, is as yet tabooed. So for lack of these charming appendages to manhood, we pitched into the rosy lips of our sweethearts. I boldly make the assertion that we did of a verity perform this delicious ceremony; for I doubt if there ever existed a reefer whose appointment reached the comprehensive reality of six weeks, who did not, no matter how juvenile, feel, under the pressure of his eagle and anchor-buttons, sufficiently matured to indulge in the luxury of a lady-love.

"Some are Oriental in their tastes, and have sweethearts by the score, like unto our friend John; but the old Benbow sentiment admits of no qualification, and so we'll swallow it whole. And now, my hearties, I give you, without the heel-taps, the good old nautical Saturday-night toast—'Sweethearts and Wives!'"

It is needless to say the sentiment was rapturously applauded; and when the rapping had ceased, Hubly, with guitar in hand, led off, the boys joining in this hearty chorus:

"All hands ahoy to the anchor,
From friends and relations we go.
Vast grieving—why, d—n it, it's folly, boys;
Up with the anchor, ye, yo!
The boatswain takes care of the riggin',
Especially when he gets drunk;
The bobstay supplies him with swigging,
The cable he cuts up for old junk,
So sing away, haul away, jolly boys!" etc.

At this moment the ship gave a lurch, and away to the lee-scuppers went midshipmen, tureen, tumblers, and hot stuff. The crash below was deafened by the confusion on deck. Sails flapped from the yards, cracking like cart whips; and the shouts of the officers were indistinctly mingled with the howl of the wind that roared as if ten thousand demons were assailing the ship in their fury.

The preceding extract from "Nautilus," and those to follow, are given as being appropriately a part of the life of John Newland Maffitt at this period, and also as being descriptive of the life that with the introduction of the use of steam into the Navy entirely passed away.

The following extract is from

CHAPTER X

On the following morning extra attention to the neatness of the ship was bestowed, in anticipation of a visit from the King and Queen of Greece. John Maffitt as commodore's aid received orders to prepare the barge, and hold himself in readiness to convey the royal party on board. At ten o'clock fifteen fine, hardy-looking seamen, and the aid, in full dress, manned the barge and left for the Piræus mole.

A few moments after arriving at the landing, a carriage, escorted by a troop of Bavarian cavalry, drew up at the head of the mole, followed by another. From the first descended King Otho, dressed in the uniform of a Bavarian general and decorated with the order of St. Hubertus. He handed from the carriage his young and beautiful Queen, arrayed in the romantic costume of the country. Her dark brown hair was set off to advantage by the richly embroidered red cap and falling silk tassel. Her jacket of crimson velvet displayed to perfection her exquisitely rounded shoulders, full bust and tapering waist, girdled with a Persian scarf of blue silk. Her snow white skirt fell midway between the knee and ankle, displaying limbs covered with rich red velvet leggings, highly embroidered to the instep, and meeting tiny glazed slippers of Parisian make.

Accompanying the Queen was Madam Wiley, an English lady, who acted as the grand dame of the palace; and also a daughter of Marco Bozzaris, who was a tall, handsome young lady, with a

straight, classical profile. The celebrated Hydriot, Admiral Miaulis, and a manly youth, the son of Marco Bozzaris, attended upon the King.

They entered the barge, John handing the Queen to her seat with that modest assurance peculiar, we believe, to all midshipmen.

On the passage to the ship a slight breeze blew the spray of the oars over the stern-sheets, sprinkling the party; whereupon John gallantly threw his cloak around her Majesty.

On the quarter-deck of the vessel were gathered the officers. The marine guard presented arms, the band performed the national air of Greece, and the reception took place. After the personal presentation in the cabin was over, the royal party inspected the ship, and appeared to be delighted. More especially so was Admiral Miaulis, who was minute in his inquiries, and closely examined the equipments and armament of the ship.

Refreshments were handed around, but, unfortunately, nothing inviting was presented. As for the ice-cream, the rascally boatman who brought it on board had upset the freezer, and turned it back again well seasoned with salt. Of course, the Queen did not enjoy the mixture, and put it aside with quiet delicacy.

Dancing was said to be her particular weakness; so on an intimation from her Majesty, the band struck up an inspiring waltz. Away went the royal pair over the deck. When the music paused, the Queen sent young Bozzaris to the commodore to express her desire to waltz with him. The embarrassed old gentleman apologized and referred to his aid as his deputy in all such indulgences. The young gentleman responded, with alacrity, for his commander, and whirled her Grecian Majesty around with as much zest as if she had been a señorita at the masque balls of Port Mahon.

The visit was protracted until a late hour, the time passing pleasantly in exhibitions of naval gunnery, boarding, repelling boarders, etc. When the party manifested their desire to depart, the barge was again placed at their service.

This time John waited not for the intrusive spray, but again enveloped the Queen in his cloak. After landing, he escorted her to her carriage, where he received her thanks, given with a sweet smile, many complimentary remarks, and an invitation to visit at the palace.

In connection with the above I give the following extract from a letter to my husband from the late Admiral George H.

Preble, who was a shipmate and life-long friend of Captain Maffitt.

COMMANDANT'S OFFICE, U. S. NAVY YARD.
PHILADELPHIA, January 29th, 1875.

MY DEAR MAFFITT:

* * * Lately I had presented to me the speech of Commodore Jesse D. Elliot, in Hagerstown, Maryland, November 14, 1843. Have you seen it? It is a curious resumé of old Bruin's life —as well as his defense against the numerous assaults made upon him. Among other things I found the enclosed reference to yourself—which may remind you of something to add to the second edition of "Nautilus."

Think of old Bruin's reading in the young Queen of Greece's eyes, "Do let us waltz"; and I suppose you thanked him for his consideration of the feelings of those other young men.

Yours truly,
PREBLE.

The following is a copy of the enclosed reference:

Mrs. Wiley informing me that the King and Queen were very fond of waltzing, I observed to her that I was no waltzer, but that I had a number of gallant young men on board about the Queen's own age (fifteen) who were very good at it. Having a fine band on board, I ordered a portion of them to the quarter-deck, and to play one of their most animated waltzes. The music electrified the Queen. She looked at me wistfully, and I imagined I could read in her eyes, "Do let's waltz." But recollecting the instructions from Mrs. Wiley, that I must not put any leading questions to her Majesty, I beckoned for one of my aids, Midshipman Maffitt, son of Rev. John N. Maffitt, who was quite an adept at the business, presented him to the Queen, stepped aside, and motioned to him to be off. He did so, and in less than thirty minutes at least twenty couples, including the King, were whirling upon the deck to their hearts' content. The evening closing in upon us, the awnings were spread, and the muskets of the marines placed around the capstan with sperm candles in the muzzles instead of cartridges, forming a splendid chandelier, and thus converting the quarter-deck into a beautiful ball-room. The dance continued until two o'clock in the morning, when the King proposed being taken on shore. The boats were accordingly manned,

the yards and masts of the ship splendidly illuminated, and a salute of twenty-one guns fired when they had left. Before leaving the ship, the Queen remarked to Mr. Maffitt that she would give a return ball on shore, at the same time extending an invitation to him.

She did so, and sent invitations on board for General Cass, his family, my captain and myself. From the English frigate the captain alone was invited. Mr. Maffitt came to me, informed me of his invitation to the Queen's ball, and asked permission to attend. I promptly answered him, "No! what will be the feelings of the other young men if you should go, and they excluded. And, further, no one has been invited from the British frigate but the captain, and your attendance may cause complaint by the British Ambassador."

I quote again from the "Nautilus":

The frigate remained but a day longer. From the Piræus she sailed to Cape Colonna, where the young midshipmen visited the once magnificent temples of Minerva and Jupiter Olympus. The interest awakened in visiting this spot is doubtless enhanced when it is remembered that here Faulkner met his disastrous shipwreck.

The frigate then sailed for Smyrna, Scio, Tenedos, Syria, Candia, and after an absence of four months, returned once again to the friendly harbor of Port Mahon.

While overhauling and provisioning the ship a melancholy occurrence cast a gloom upon the steerage. John, with a party of young gentlemen, left on a visit to the monastery on Mount Toro, a lofty eminence in the middle of the island, commanding a far view over the Balearics and surrounding sea. Before leaving, he exchanged his cloak with his friend Midshipman Talbot for a warm pea-jacket, better calculated for equestrian service.

The night after his departure was cold and rainy. On retiring Mr. Talbot hung the cloak at the head of his hammock, ready for service on his morning watch. At four A. M. he was called to duty, and after dressing, turned for the cloak. It was missing, but he soon discovered it, thoroughly saturated with water, lying on a camp-stool. The weather being intensely cold, his indignation increased proportionately; and in this frame of mind he repaired on deck.

At seven bells he entered the steerage, and called up the young gentlemen. When they were all aroused, he demanded to know who had been guilty of the outrage.

There was no response for a time, until one of the midshipmen turned to a mischievous little youngster, and said,

"Flaker, why do you not speak up at once, and tell Talbot that you wore the cloak?"

Thus spurred on the boy said pertly,

"I took the cloak; and what do you make of it?"

"That you are an impertinent puppy!" And he slapped the youngster's face.

An older midshipman, whose name was Bruster, stepped out, and said,

" 'Tis a cowardly act, sir, to strike one so much your inferior in strength. Turn your wrath on me, sir, if you dare!"

"I dare! and therefore please consider that the chastisement inflicted upon the impudent brat is applied to yourself!"

Words and blows followed; but the stern voice of the first lieutenant instantly quieted the altercation. From the well-known character of the parties and grave looks of the "oldsters" all felt assured the affair had not terminated.

During the day John returned, and after an interview with Talbot, it was evident from the sadness of his countenance that something very serious was contemplated. This impression was confirmed from frequent ceremonious interviews between certain parties.

An effort was made to bring about a reconciliation, but it proved abortive. The challenge to mortal combat passed, and was accepted by Talbot. Both young men were highly regarded in the steerage, and the difficulty was therefore deeply deplored, and by none more than the youngster whose flippancy and thoughtlessness had involved his friend.

On the following day many of the midshipmen visited the shore, among them Talbot and Bruster with their seconds. The affair, like all such on board a man-of-war, was managed with secrecy and adroitness. At eleven A. M., in a retired spot behind the graveyard, the parties met.

John Maffitt acted for his friend Talbot, and even at the eleventh hour made another and a final effort to bring about an adjustment; but Bruster was inflexible. A blow had been struck and no apology could obliterate such an insult.

Dueling in America, and more particularly in the Navy, was then a fixed institution. The General Government had enacted stringent laws against it, as had also the legislature of every State in the Union. Philanthropists denounced the code as a relic of

barbarism, and the pulpit pronounced it to be a defiance of God's law, which declares that vengeance belongs to Omnipotence alone. Nevertheless, while society could not sustain the institution on the grounds of law or morals, it did not frown it down, nor hesitate to appeal to it on points of honor. With public opinion, to decline a challenge to fight a duel was to fix upon one's self the stigma of cowardice. If such was the fiat in civil life, how much more so was it in the military and naval professions.

Young officers of the Navy seemed to fancy that their status in the service was not established until they had burnt powder under the rulings of the celebrated "Tipperary Articles"—a copy of which could be found in the preface of every midshipman's journal. The consequences to the naval service of the encouragement of this questionable institution were the frequent loss of valuable lives and the infliction of disabling wounds.

The principals who now stood upon the field of strife were both Virginians, young, high-strung, intelligent, and exceedingly proud. When summoned, they advanced with firm step and lifted their caps with chivalric courtesy. In a moment the souls of both might be called before their Maker, to give an account of the deeds done in the body. Solemn as was the relation they held toward each other, yet calm and determined were their countenances, over which not a shadow passed nor muscle quivered.

The seconds placed the weapons in their hands, and announced the rules by which the duel was to be governed.

"Gentlemen, you will hold your pistols muzzle down, and perpendicularly to the ground. At the question, are you ready? answer yea or nay. If both respond in the affirmative, the words will follow, 'Fire!—one—two—three—cease!' "

John retired a short distance at right angles, and there was a sad, ominous silence of about forty seconds, which seemed an age of suspense. Having won the word, with a clear intonation he exclaimed,

"Gentlemen, are you ready?"

"Ready!"

"Fire!—one—two—three—"

At the word "two" both pistols were discharged simultaneously. The combatants stood firm, apparently untouched. Their seconds approached, when Bruster slowly leaned forward, tottered, and then sank heavily upon his face, before his friends could arrest the fall. The surgeon hastened to his assistance, opened his vest, tore aside the blood-stained shirt, and there, on the right breast,

the life-stream of this gallant hotspur gushed forth upon the damp soil. The surgeon shook his head as the probe followed the passage of the ball. Then he compressed the wound, bandaged it, and directed that he should be taken at once to the hospital.

Talbot stood like one stricken with palsy. Heavy drops of perspiration rolled down his cheeks. The eyes that a moment before had been eagle-like in intensity, mellowed like the dove's, and swam in tears of agony.

"My God!" he cried, "I have killed my old friend! Miserable man that I am! miserable, miserable man! John, is there no hope? Ask the doctor? Bruster must not die!—for, if that shot proves fatal, my existence henceforth will be one of wretchedness!"

He was led from the ground the picture of despair.

The wound was fatal. Poor Bruster lingered unconscious throughout the day and night, his mind wandering to the beautiful valley of Virginia, whose green fields he would see no more. Mother and sister, in his feverish fancy, were by his side. It was painful to hear his expressions of devoted love; but still more so when he called upon one dear name, and grasped, in his delirium, a braid of raven hair, now saturated with his gore. Gradually these paroxysms ceased; he breathed more feebly; and we could hear as his life passed away, the words, "Mother—kiss me, Emily!" The light of day entered the room as the vital spark passed into the solemn darkness of death.

They buried poor Bruster with military honors in the naval cemetery. A monument was placed over his grave by his shipmates. As the sun threw its rays upon the home of the dead, they disclosed many a broken marble shaft, that told a like tale of death resulting from the "code of honor."

The commodore manifested much excitement when the melancholy information was reported. He at once ordered the arrest of Talbot, and expressed his determination to try him by court-martial. But it is presumed that reminiscences of his own youthful indulgences led him to abandon his first intention. The affair ended in Talbot's being sent home.

In a brief time he retired from the Navy, a gloomy, unhappy man; nor was he heard of in after years, until the war of secession brought him out of obscurity, at the head of a splendid Virginia regiment. He fought gallantly under General Lee, and found a soldier's grave at Sharpsburg.

Chapter XIII of "Nautilus" gives an account of John's meeting, while the frigate was at Malaga, with two lovely girls who were sisters, and daughters of Governor General Obergrand. This friendship continued always. Unfortunately, their letters to him, which he valued, were destroyed with his trunk of even more valuable papers, in the Charleston fire of the sixties. The next chapter tells of a masque ball given at Lisbon, on the occasion of the marriage of the Prince of Saxe-Coburg with Donna Maria of Portugal, in which the midshipmen and officers of the American squadron took part, John as an Indian squaw.

The late Mrs. Hybart, nee Eliza Maffitt, John's sister-cousin, has often lamented to me the loss of letters written to her by her cousin during this Mediterranean cruise, letters which she said were of great interest, but which were wantonly destroyed by the Federal soldiers of Sherman's army, in their march through Fayetteville, North Carolina. The soldiers would amuse themselves awhile, she said, reading the letters, shouting over his graphic descriptions of events, and then maliciously destroy them.

Midshipman Maffitt was ordered to the United States schooner *Shark* for passage to the United States, during which passage he performed duty—was entrusted with charge of the deck on several occasions, although he had not a regular watch as officer of the deck. A circumstance is related by Lieut. Maxwell Woodhull, U. S. Navy,* which took place at this time and was told as an illustration of Midshipman Maffitt's energy, courage, and promptness in emergency. A difficulty occurred among the crew, in consequence of their drinking liquor while breaking out the spirit-room. "It was," Lieutenant Maxwell said, "a very serious difficulty, so much so, that the vessel was in possession of the crew at one moment, and Mr. Maffitt, being on deck at the time, went forward promptly and was mainly instrumental in quelling it. He

*See case of Lieut. J. N. Maffitt, U. S. N.

displayed great activity and energy in quelling the crew by going among them and assisting to secure the ringleaders."

Passing over the many other incidents and adventures narrated of this eventful cruise, I will refer only to Chapter XXXI, which gives a true account of the examination to which Midshipman Maffitt and others of his shipmates were subjected on their return to the United States from this cruise, in order to attain their degree of passed midshipmen.

Twenty-nine days of light winds and generous breezes, storms and calms, found the schooner *Shark* passing between the frowning forts of Monroe and the Rip-Raps. A few hours and the little craft lay snugly moored at the sheers-wharf of Gosport Navy Yard. Officers and men were permitted to go on shore, a watchman of the yard becoming the custodian of the vessel until the following day.

High in spirits, the reefers disentangled themselves from their crowded lair. The sight of oysters, in every style of cookery, brought to memory scenes of old delights, beautiful maidens versed in naval lore, picnics to the Dismal Swamp, and those genial flirtations so often ending in partnerships for life.

The schooner was dismantled. Orders came to pay off the crew and place the officers on leave; with the exception of the midshipmen, who, entitled to an examination, received instruction to report to Baltimore at the expiration of three weeks.

All midshipmen appearing before the dreaded tribunal were required by law to present not only journals, but also letters of approbation from the different captains under whom they had served.

John, bidding farewell to the delights of Norfolk, repaired to the Monumental City, and prudently secured a quiet boarding house, where, undisturbed, he could devote himself to those preparations which the ordeal of examination demanded. His zeal was unabated until the meeting of the board and the gathering of the class, amounting to some seventy anxious and expectant aspirants for professional advancement.

On his entrance into the Navy in 1832 he was associated with midshipmen who were eighteen years of age, and had received the incalculable advantages of a collegiate education,

while he, only thirteen years old, had been deprived of this equipment for a very exacting and varied profession.

Proceeding to the Exchange Hotel, where the examinations were to take place, before reporting he tarried in the ante-room to glean, if possible, some information as to the character of the officers who were to fix his status in the Navy.

A classmate by the name of Taylor, who unfortunately had failed in his first trial, and was now about to embrace his last chance, offered to enlighten him.

"Well, Maffitt, as you are a stranger to the 'bilgers' I can post you from personal knowledge. Our president is 'Quicksilver Jimmy,' known to fame in our last struggle with John Bull. The natural gallantry and astuteness of his character is marred by impulsiveness and an unfortunate tendency to sudden prejudice. If his first impressions are favorable, no one is kinder or more considerate; but if, on the contrary, a prejudice is conceived, his ferret-eyes and crockery-smashing voice will promptly enlighten your anxious mind that 'Jordan is a hard road to travel.'

"The second investigator of professional fitness is 'Garlic Billy.' Once he enjoyed reputation as an officer and seaman. Excessive piety, subsiding into fanaticism, has despoiled him of every genial attribute. He may be considered as but an echo to the capricious 'Tartar Jimmy.'

"Our third Triton is 'would-be literary C——,' who is deaf as a ring-bolt, but kind-hearted—and—incompetent. Profess to court the Muses, and demean yourself as if convinced he hears you; then, the helm, though called a 'monkey-tail,' will elicit an approving smile. Through the blessings of his fractured tympanum I trust to weather the breakers and obtain a safe offing.

"Number four looms up before my alarmed fancy like an ancient Venetian headsman, bloody, decapitating axe in hand, vulture eyes gleaming with anthropophagi ferociousness, as he slaughters reefers without satiety.

"The heart of Jack G——, our royal Bengal tiger, was constructed out of lignum-vitæ. If anything harder existed, Nature would have used it. Strange to say his voice is devoid of harshness; it is moderate, low, and alarmingly clear, as it pierces through you. Nevertheless, every inch of him is the accomplished seaman.

"The junior is 'Handsome Charlie,' the Beau Brummel of the Navy. A more chivalric or high-toned gentleman never broke

a biscuit. Professionally—well, he can handle a ship; but, John, I rather fancy marlinspike is not his specialty.

"The professors are two in number: Mr. W—— and good old Don R——. Of the former I have nothing to say that is flattering, only, that he certainly is no offshoot of the mathematician of Syracuse. Don R—— is the residuum of a noble original. Night suppers, garnished with liberal libations of whiskey, have somewhat despoiled the fine old fellow of that professional reputation so well deserved in days now vanished. His honesty and impartiality no incidental weakness can obliterate. Fresh and serene, he will now control his branch of the examination.

"There, I've given you a faithful sketch of the immortal seven who are to decide upon the relative merits of seventy anxious aspirants for naval glory and renown. I suggest that you report without delay. Jimmy is an exacting individual."

Accordingly, John appeared before the officials, presented his orders, registered his name, and departed without cause of complaint.

Sedulously continuing his studies, the ante-room was only occasionally visited, to observe the condition of his name on the "roaster." While there, he witnessed with considerable personal interest the feverish anxiety with which all entered the examination-room, and not infrequently, with much pain, the look of anguish that marked the return of the unfortunates. No announcement of the result was needed; it was invariably impressed with joy or sorrow on the different countenances. They received congratulations or sympathy from their companions, who were free from jealousy or petty feelings.

In the regular course of rotation, John's turn arrived. Armed with his journals and certificates, and feeling the importance of the trial, the reefer subdued his emotion, and entered with quiet self-possession. The veteran commodores perused his letters, and appeared to be considerably amused over that of Captain Walford.

The "Bengal Tiger" muttered savagely that he had never known an officer who indulged in Latin to be worth his salt as a seaman.

"Well, sir," said "Jimmy," with some asperity of manner, "if perchance that officer ever performs duty on your quarter-deck, you will find a seaman of ability, whose professional knowledge is second to none in the service."

"It would be an anomaly," responded the Tiger.

Handsome Charley warmly remarked, "Lieutenant, or Captain Walford, with a few harmless eccentricities, is a naval expert of the highest order of merit."

Here the dispute ended. The president turned John over to the tender mercies of the "Bengal Tiger," and his trial commenced. Answering the first general questions, he proceeded to launch his ship, masted, rigged, bent sails, stowed the hold, got in and mounted guns, received powder, shot and shell, stationed officers and crew, got under way and proceeded to sea.

"Hem!" ejaculated the 'Tiger,' "very good, if it *is* parrot-like."

John mastered his indignation, and bowed politely, determined that the harsh examiner should not confuse him. Departing from the general published systems, the "Bengal Tiger" proposed original and difficult questions, which the young gentleman answered promptly. All the accidents that could be conceived by a seaman's brain were hurled at the young midshipman, who exhibited so much readiness in his answers that he won the attention of the entire board. Knotting, splicing, bending cables, and tending ship at single anchor (the commodore's specialty), the reefer proved himself perfectly familiar with.

The last question propounded related to the hoisting of all a frigate's cutters when under way, and pressing through the waters under some critical necessity. John quickly comprehended the bearing of the question, remembering that, during the late war with England, the "Tiger," as sailing-master of a famous frigate, by his thorough seamanship, when the wind rose, saved all her boats that had been towing, to escape from the chasing squadron of the enemy. He answered accordingly. The vulture eyes softened; vanity triumphed. A smile of pleasure irradiated the stern countenance, and the "Tiger" actually complimented a midshipman.

This is the circumstance referred to:

Captain Hull, the "Tiger," in the frigate *Constitution,* chased for three days and nights by an English squadron, commanded by Commodore Brooke, and consisting of the *Africa, Shannon, Guerriere, Belvedera,* and *Eolus,* hoisted all of the frigate's boats, when the wind arose, which had been towing, to escape from the chasing squadron of the enemy.

This section of the ordeal concluded, "Handsome Charley" examined the reefer's knowledge of practical gunnery, but with so much courtesy that John felt perfectly at his ease.

Navigation and its adjuncts wound up the score. The "Don" put John through the phases of Bowditch. They navigated the

trackless ocean, and passed to the glittering stars and fickle moon. Charts were projected, instruments explained, and the professor expressed his perfect satisfaction.

While the certificate was under preparation, "Tartar Jimmy," whose prejudices were favorable, asked a few questions on international law. The document was duly signed, congratulations were offered, and John left the "lemon-squeezers" to receive the hearty greetings of his friends.

The board completed their labors, rejecting twenty-eight unfortunates. Some, it was thought, passed by especial favor. Out of the number who failed, but one case excited a murmur of disapprobation—that of Henry Logan, who came from the woods of Michigan, and in personal appearance resembled a grizzly. His face was not inaptly compared to a nutmeg grater. With awkward figure and an ungainly manner, the first impression he gave was by no means favorable. All these deficiencies faded from sight as he conversed, for his mind was a magazine of knowledge and engine of great power. His admiring friends had exhibited much solicitude for his success, and only feared his rough appearance might militate against him.

John, influenced by sincere regard, volunteered to aid him in all things. The offer was accepted, and when the process of improvement began, it excited no small amount of amusement, and particularly with Logan himself.

"I have no objection to your putting me through a course of sprouts," said he, "but, John, my friend, rest assured of one thing —all your ability, backed by your friendship for me, will never convert Henry Logan into the most remote approach to a Narcissus poeticus."

Maffitt drilled him in his profession, in attitudes and graceful movements, governed his diet, carefully interdicting anything that would stimulate, applied cosmetics to his ruffled face, and in two weeks so completely revolutionized his countenance and improved his movements that his friends hardly knew him.

The day of trial came. Zealous friends assisted him to dress with taste; and when fully rigged, for the first time in sixteen days a looking-glass was allowed him. Long and earnestly he gazed upon the image reflected therein. An expression of astonishment was pictured in his countenance. At last, shaking a fist at the mirrored face, he exclaimed,

"Is that me, or is it some trick of fancy appearing to torment me into the absurd belief that Henry Logan is, after all, a good-look-

ing fellow? Now, if this will only last long enough, I will marry a fortune, and live in Paris!"

At the appointed hour Logan appeared before the board. No aspirant of the entire class was better posted, or more perfectly competent to triumph under the most searching investigation of a just examination.

Unfortunately, "Garlic Billy" had been his commander when the frigate lay at the harbor of Lisbon. While at the mole, in charge of one of the ship's cutters, a drunken English chaplain insulted him so rudely that he pitched him into the Tagus. "Garlic Billy" brought Logan to trial. The evidence of English officers acquitted him; but his fanatical captain could not forgive or forget this rough handling of a parson.

The prejudice worked to Logan's disadvantage with the board, in spite of the manly effort on the part of "Handsome Charlie" to secure justice and sustain merit. So warmly did he express himself, that the president, "Quicksilver Jimmy," deemed it his duty to call him to order.

Poor Logan was thus cast out into the cold. Friendly sympathy warmed his genial soul, and he breasted the storm with manly fortitude, sustained as he was by the general acknowledgment of his unrequited merit. In the following year, untrammeled by fanatical prejudice, he passed with distinction; and if life had been prolonged to him, few officers would have enjoyed a higher reputation. A few years later he fell a victim to the pestilential miasma which swept away many noble spirits in the long and desperate Seminole war.

CHAPTER III

Promotion and visit home—Ordered to the *Vandalia*—Letters home—Appointed acting lieutenant—Ordered to U. S. frigate *Macedonian*—Letter relating events of cruise in Gulf of Mexico.

On June 28, 1838, Mr. Maffitt was promoted to passed midshipman, and was then enabled to meet his dearly loved cousin, Eliza Maffitt, in Portsmouth; she being then on her way to school in Bordentown, New Jersey. He also took this occasion to visit his father's family, and in one of his letters to his cousin refers to his visit as having been a delightful one.

On October 16, he was ordered to the Government packet *Woodbury,* its commander being John S. Nicholas, U. S. Navy, who said the estimate of his character which he formed was that he was an exceedingly capable, active and intelligent young officer.

November 20, 1838, he was ordered to the United States sloop-of-war *Vandalia.* The following letters are among those given me by his cousin, Mrs. Hybart:

U. S. Sloop-of-War "Vandalia,"
Pensacola, January 3, 1839.

My dear Coz:

I must complain of your neglecting the promise made while in Portsmouth last June. Why did you not write? Was it too much trouble, or have you forgotten so soon your cousin who loves you well? 'Twas by the merest accident that I learned from Dr. Goodwin of your being at Bordentown.

My visit home was delightful. Ah, Coz, I wish you could see Eliza and the twins, Henrietta and Caroline, three of the prettiest and most charming girls Heaven ever created, and they are extremely anxious to see you—desired me to send oceans of love and many hopes of yet meeting with their North Carolina cousin.

Pensacola is dull and uninteresting, very few ladies who are desirable associates. * * * 'Tis not improbable but that you

may see me this next winter, or before. When I write again I will give you an account of our cruise on this ship, as 'tis rumored that we go to sea in a week or two—no doubt to the seat of war [Mexico], where we will see active times and no doubt much that will interest you.

Your affectionate cousin,
JOHN N. MAFFITT, U. S. N.

P. S.—Direct to Passed Midshipman J. N. Maffitt, U. S. Ship *Vandalia,* Florida.

Eliza and the twins, Matilda Caroline and Henrietta, were his sisters, to whom he was devoted and they to him as long as they lived. He divided his monthly pay with them, reserving only ten dollars for his own expenses. This I learned years afterward from Mrs. Henrietta Lamar, one of the twins.

The next letter is:

U. S. SHIP "VANDALIA,"
PENSACOLA, May 3, 1839.

MY DEAR COZ:

Your most welcome and agreeable letter of January has this moment been placed in my hand, and I immediately answer. We arrived but yesterday from a long and interesting cruise in the Gulf of Mexico, where nothing but storms and blasts greeted us; indeed, we have had a very rough time. At Vera Cruz we saw the French fleet that stormed and took the renowned Castle of St. Juan de Ulua. I visited the city and found it completely deserted, pierced with shot and bombshells from the guns of the French. I wandered about like a second Don Quixote, in search of adventures, but 'twas more like a pilgrimage to some ancient and depopulated city; not a bright eye peered from one of the beautiful balconies around the Alameda to cheer me in my wanderings.

At Matamoras I was near losing my life in crossing a dangerous bar in a storm; for two days I lived, or rather existed, with nothing but water to sustain life, on a miserable island where a few fishermen's hovels sheltered us from the storm. It appeared as if the very heavens were laboring with all the pent-up hurricanes that ever existed; and they had the impudence to call the place Bagdad, from one of the most luxurious and Oriental cities of the past. * * *

'Tis a source of extreme gratification to know that you are well and happy; may no cloud of adversity ever throw a momentary gleam o'er your path through this life,—one's school-days are the brightest, no thought of care,—the world bright and unvarying. I anticipate returning by September next, and should you still be in Baltimore will go to see you. Give my kind remembrances to all our people in dear North Carolina. When you select me a wife from North Carolina, Coz, we will have grand times. I will not be over-particular—should like an amiable disposition and fine mind. Riches would be *no objection,* for indeed 'tis the most essential quality now-a-days in this cold and heartless world.

But I have forgotten to inform you that Lieut. J. N. Maffitt is writing to you! Ah, hem! Yes, 'tis true. Lieut. H. J. Paul, from Hillsboro, North Carolina, fell overboard in a gale of wind and was drowned. I now have his position and will no doubt retain it for two months, so, Coz, you can address me as such. But I have said enough of self and think you must be wearied of it. We will remain here about forty days, as two of the officers are to be tried by court-martial. Where we will sail to next is a matter of uncertainty. I would be minute in the detail of our last cruise, but 'twould not afford you any pleasure, as we have had rather disagreeable times, on account of our captain, who is most generally hated.

Your affectionate cousin,

JOHN N. M., U. S. Navy.

The midshipmen are next door to me and making such a racket that 'tis impossible to write, or even think, so all imperfections must be overlooked.

(March 11, 1839, Passed Midshipman Maffitt was appointed acting lieutenant.)

His next letter is dated:

U. S. FRIGATE "MACEDONIAN,"
VERA CRUZ, June 1, 1840.

MY DEAREST COUSIN:

Your most welcome letter was received just before leaving Pensacola, on our present cruise, and would have been answered immediately, but for the excess of duty incidental on going to sea. We sailed on the 10th of last month, went to Campechie,

and communicated with the city, which was surrounded by the troops of the Federal party, and will surrender very soon, as they are now nearly out of provisions. The besieging party could carry it by storm, but as they own property in the city which they do not wish to destroy, famine is brought forward as the most formidable engine.

On the 21st we sailed for this place, and arrived after a stormy and disagreeable time, but do not visit the city for fear of yellow fever. The fortifications are now rebuilt, and no evidence remains of the French bombardment; but the whole country is in a wretched state, nothing but anarchy and confusion. We sail to-morrow or next day for Tampico, from thence to Pensacola, to remain during the hurricane months. Our present cruise has not been rife with any interest, for the yellow fever existing among all the ports will not allow our communicating, and the unfriendly winds and waves serve to dispel ennui. David Ocheltree is well and happy as a boy always is who possesses excellent health, a light heart, and no cares. He will make a fine officer—quite at home, and gives his orders with all the dignity of a young hero. Nothing delights him so much as an opportunity to buckle himself to his sword, though it gives him double duty. * * *

Your affectionate cousin,

JOHN N. M., U. S. N.

CHAPTER IV

Marriage—Ordered to the Navy Yard, Pensacola—Birth and baptism of "Florie" on board *Macedonian*—Detached and ordered to the U. S. Coast Survey under Prof. F. R. Hassler—Death of Professor Hassler—Prof. A. D. Bache, LL. D., takes charge—Report of Professor Bache—His tribute to Professor Hassler—His report of work of Survey for year 1844—Report of work for 1845, with mention of work of Lieut. John N. Maffitt on the Survey.

In June, 1840, Lieutenant Maffitt left Vera Cruz for Tampico, thence to Pensacola, to remain during the hurricane months, usually August and September. October 22, 1840, he was detached from the frigate *Macedonian* and granted three months' leave.

While in Pensacola he met a Miss Mary Florence Murrell, who was there visiting a relative. She was from Alabama, and was a daughter of a Virginia gentleman some years deceased, a brother of Col. Joseph Murrell of Mobile, Alabama. This gentleman had settled in Alabama, married, died, and left three children, two daughters and one son, John Murrell. This acquaintance between Lieutenant Maffitt and Miss Murrell ended in marriage, which took place in Mobile, November 17, 1840, during his three months' leave.

February 6, 1841, Lieutenant Maffitt was ordered to the Navy Yard, Pensacola, and on October 26, 1841, he was ordered to the *Macedonian* as acting master. The following February, 1842, his first child, Mary Florence, or "Florie," as her fond father called her, was born. He had left his wife in Mobile and was at sea at the time, but the ship soon after touching at Pensacola, the mail brought letters announcing the birth. Soon afterward his wife and child joined him in Pensacola, and "Florie" was baptized on board the frigate *Macedonian* by the chaplain.

LIEUTENANT JOHN NEWLAND MAFFITT
1840

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In 1839, when Acting Lieutenant Maffitt was first ordered to her, the frigate *Macedonian* belonged to the West India squadron under Commodore Shubrick. In the latter part of 1840 Commodore J. D. Wilkinson took charge of the squadron and the *Macedonian* was his flag-ship. Lieutenant Maffitt was then sailing master of this ship, and also acting lieutenant during 1840, 1841 and 1842. Commodore Wilkinson spoke of Lieutenant Maffitt as a first-rate officer and gentleman. Commander Arthur Sinclair, U. S. Navy, also bore witness to Lieutenant Maffitt as being a remarkably intelligent and efficient officer, both as a navigator and deck officer, and other officers stated that no officer on board the ship stood higher.

April 20, 1842, Lieutenant Maffitt was detached and ordered to the Coast Survey. Prof. F. R. Hassler was then superintendent of the United States Coast Survey, which position he retained until his death. In December, 1843, Prof. A. D. Bache, LL. D., took charge.

Of Professor Hassler, the scientist, my husband told me the following amusing experience: Professor Hassler, himself, and others of the Coast Survey party were very busy one day in their office preparing charts, when the announcement was made that a party of dignitaries from some foreign court had called to pay their respects. The Professor was without his coat and merely looking up said, "Invite them in."

"But, Professor," said Lieutenant Maffitt, "you have not on your coat."

"Ach, mein Gott!" was the reply. "Dey come to see me, here I am; dey come to see mine vordrobe, dere it is," pointing to the closet where his coat hung suspended; nor could they prevail upon him to assume it.

November 14, 1842, Lieutenant Maffitt was detached from the Coast Survey, and placed on waiting orders, and on the 21st he was ordered to the rendezvous at Baltimore. January 11, 1843, he was detached and ordered to the receiving vessel

at Baltimore as acting master. May 9, 1843, he was again detached and ordered to the Coast Survey under command of Lieut. George S. Blake, U. S. N.

On the death of Professor Hassler, Prof. Alexander D. Bache was made Superintendent of the Coast Survey, and entered on his duties in December, 1843. From his report to the Secretary of the Treasury, showing the progress of the work during the year ending November, 1844, I copy the following tribute to Professor Hassler:

SURVEY OF THE COAST,
STATION NEAR CUMBERLAND HILL, R. I.

SIR: In compliance with the regulation for the Survey of the Coast, I have the honor to submit to you a report of "the progress and state of the work to be laid before the President and Congress."

The Coast Survey owes its present form, and perhaps its existence, to the zeal and scientific ability of the late Superintendent F. R. Hassler, who devoted the energies of a life to it, and who, but for its interruption at a period when he was in the prime of manhood, and its suspension for nearly fifteen years, might have seen its completion. The difficult task of creating resources of practical science for carrying on such work on a suitable scale, required no common zeal and perseverance for its accomplishment, especially at a time (1807) when our country was far from having attained her present position in scientific requirement, and when public opinion was hardly sufficiently enlightened to see the full advantages of thoroughness in executing the work. In his successful struggle against great difficulties, his adopted country will no doubt honor his memory as the pioneer of a useful national undertaking. In succeeding to the duties of one who had made the work so peculiarly his own, I have felt that entire devotion and unwearied industry alone could enable me to maintain the position.

The operations of the survey have, during the present year, been carried on in nine States of the Union, and will be extended soon to three others, making twelve, and probably into a thirteenth, in the spring. Enumerating these in geographical order, they are Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, North Carolina, Alabama, Mississippi, and Louisiana. The greatest force has been employed on or near the Chesapeake and Delaware bays.

In this letter of Superintendent Bache giving his report of the progress of the work of the Coast Survey during the year ending November, 1844, he writes:

The operations of the Survey may be classed under the following heads:

1. The primary triangulations, and astronomical and other observations connected with them. These are intended chiefly to fix with minute accuracy the positions of important points with reference to each other and to the earth's surface. They rest upon carefully measured bases, and check the secondary triangulations.

2. The secondary triangulations, which determine the relative positions of all important points upon and near the coast. These form a ground-work for:

3. The determination of the minute topography of the coast by plane table or other equivalent surveys. The points thus carefully determined upon the shores and the shore lines are used in the fourth class of operations.

4. The hydrography, which includes the determination of the depth of water off the coast, and in the bays, harbors, and other navigable waters connected with the ocean, the existence of shoals, &c., and the direction and velocity of currents.

The results of these operations, when requiring calculation, are reduced by the parties making the observations and checked by others. They go to form the maps and charts, which are the ultimate objects of the work; to give a minute knowledge of our coast, in a high degree important to our commercial and national marine, and in connection with defense.

5. The results obtained in the field and by calculation are projected in the office, according to a uniform system, by the draughtsmen engaged here, who also trace carefully upon copper the projections for the maps. Within these projections the engravers enter the work from the reduced drawings. The maps are printed at the office for sale and distribution.

In his report for the year ending November 29, 1845, Professor Bache, on page 17, paragraph 8, writes:

"A series of tidal observations for the establishment of the port of New London, Connecticut, with observations of the set and velocity of tides in Fisher's Island Sound, have been made by

Lieut. John N. Maffitt, United States Navy, under the immediate direction of Lieut. Comdg. George S. Blake. The stations at which observations were made are marked in sketch C, No. 1. The results will be immediately reduced and the computations required be made by an officer of this party at the office in Washington. The observations of currents are projected on diagrams, which facilitate the scrutiny of the results, and render practical deductions from them comparatively easy. In a difficult navigation like that of Fisher's Island Sound, a chart of which is now publishing, sailing directions must be very imperfect, unless they take into consideration the set and drift of the tide."

In his report of the progress of the work during the year ending November, 1846, Professor Bache says:

COAST SURVEY STATION,
CAPE ANN, MASS., November 25, 1846.

* * * The hydrography of this section has been executed by the party under the command of Lieut. Comdg. Charles H. Davis,* United States Navy, in charge of the surveying schooner *Gallatin*. The work (see sketch A) has included the completion of the soundings of the Vineyard Sound proper, the survey of Edgartown and Nantucket harbors, a reconnaissance south of Nantucket, and a survey of the South Shoal, with the determination of a new shoal six miles southward of the well-known Nantucket South Shoal. The charts of Edgartown and Nantucket harbors will be at once reduced, preparatory to engraving.

The whole season has been unfavorable to hydrographic operations. During the early part of it, delay was experienced from the difficulty of procuring seamen; and when the operations were commenced, on the 14th of June, they proceeded but slowly from the constant occurrence of storms and fogs. By a judicious arrangement of the work, however, a good deal has been accomplished. The harbors were reserved for work in boisterous weather, the roadstead and the sound for more favorable times. The method which I had adopted for surveying the South Shoal and the ground near it was by the determination, from two shore stations, of the positions of two vessels at anchor; and from these again, the position of another vessel or of boats. Verifications by the introduction of a third shore station, and the measurements

*Lieut. J. N. Maffitt was of this party.

of angles from the station vessels and from the sounding vessels or boats were included in the plan. All the preparations for this work were completed, when the tripods intended for the shore stations were destroyed by the disastrous fire which consumed a considerable part of the town of Nantucket on the 13th and 14th of July. These disasters repaired, the month of August was spent in surveying the shoals south of Nantucket, in the *Gallatin,* and with the aid of two or three vessels hired for the occasion. I give the description of the discovery made by this party in the words of Lieut. Commanding Davis:

"The most important result of this undertaking is the determination of a shoal, hitherto unknown, six miles to the southward of the known South Shoal, having only eight feet of water on it in some places, and lying, for a distance of nearly two miles, in an almost east and west direction. The position of this and the old South Shoal have been satisfactorily defined. Some soundings have been made between them, and the deep water has been followed out to the southward of the newly discovered shoal. Specimens of bottom, varying frequently, and affording valuable indications to the navigator, have been preserved.

"Another important result is the determination of the set and velocity of the currents in this neighborhood. Six stations have been occupied for these observations. At three of the stations, 4, 3, and 2 ebbs, and as many floods, were observed; at the other three, only one complete series was made; the latter harmonize, however, perfectly with the former. At the three first stations the observations were made by Lieutenant Maffitt; at the last by Passed Midshipman Foster. All these observations have been plotted upon both the circular and rectangular diagrams, by Lieutenant Maffitt; and you will be gratified by the agreement of the observations, as well as by the manner in which they are presented.

"It is well understood by the pilots that a knowledge of, and strict attention to, the currents in this place, conduces more to safety than any familiarity with depth alone. The position of the shoals being accurately given, it concerns the security of the vessel but little whether she is sailing in 10 or 20 fathoms of water; but it is indispensable to her security that her commander should know the course she is actually making *good* in passing near one of these hidden dangers. The soundings vary much and irregularly, about the Nantucket shoals. They are, moreover, deceptive, the deep water often leading up to the very verge of the shoals, and misguiding the navigator in a fog, and in the

night; but if he knows that he may steer an east or west course, safely by the shoals, he has merely to be careful that his course is really made.

"There is no doubt that this point is frequently neglected. During my stay among the shoals, eight foreign trading vessels (square rigged) passed in sight. All of them, without exception, were carried out of their course by the disregarded influence of the current—some of them as much as two or three points. In several cases the course was changed upon seeing the *Gallatin*. She being herself a fixed object (at anchor), they were enabled to estimate by her the set of the tide; and but for that, it would have been unnoticed. I may add, too, that they all approached nearer to the newly discovered shoal than was prudent—six of them so near as to cause us serious apprehensions for their safety. Of this, of course, they were ignorant. They were then from 6½ to 7½ miles from the known South Shoal, and had reason to think that there was no less than six fathoms of water for many miles to the northward of them; but as the new shoal has bold water to the southward, a near approach does not of itself involve risk, if the currents are understood, and allowance is made for them.

"The manner in which one or more of the British packet steamers have lately been involved in the unknown dangers of this vicinity is explained by the discovery of this new shoal, and by the strength and direction of the currents. It was a matter of reasonable surprise that vessels traveling at a uniform speed, supplied with the best means of knowing their position at sea, and conducted by competent navigators, should have proved to be so much out of their reckoning; but the discovery of a shoal even more extensive than *known* South Shoal, in a place where 6 and 9 fathoms are given in the chart, accounts for their supposed error.

"I was very much struck with the treacherous character and appearance of this whole shoal ground. The deep water comes so close to it that a vessel may have a cast of 15, 20, or even 25 fathoms, and in a moderate breeze be on shore in five minutes.

"The shoals south and east of Nantucket lie in the way of the largest and richest portion of the foreign and domestic commerce of the country. All the vessels from New York trading to Europe, and all those from Boston bound to any port on the American coast, to the West Indies, or to the Southern Atlantic Ocean, pass in this vicinity; and of the coasting vessels, all those bound from Boston and places farther east, to any of the Southern ports, are equally exposed. This includes the coasters

between Boston and New York, many of which, encountering a head wind and tide at the entrance of Nantucket Sound, run to the southward of the island, and follow the channel inside of the 'Old Man.' The mention of this last shoal reminds me that I found no pilot in Nantucket who could inform me what was the least water on it, and whether, or in what part, it could be crossed."

A preliminary chart or sketch, intended to show the position and general limits of the "new South Shoal," as determined by Lieut. Com. Davis, is given with this report. More perfect determinations will hereafter be presented; but this embraces data too important, in regard to position and currents and soundings, to be withheld because the work is not finished.

CHAPTER V

Removal to Baltimore—His first son, Eugene Anderson, born—Tragedy—Report of Professor Bache embodying work of Lieutenant Maffitt in the hydrography of Boston Harbor, 1847—Hydrography of Nantucket shoals for 1848 and 1849—Hydrographic Survey of Hatteras cove and inlet, N. C., and report and sketch of same by Lieut. Comdg. Maffitt—Survey of Charleston Harbor—Maffitt's report in relation to a lighthouse at Bull's Bay, S. C.—Discoveries by Coast Survey, 1850—"Maffitt's Channel"—Maffitt made assistant on Coast Survey—Survey of Beaufort Harbor and Cape Fear bars, N. C.—Maffitt's letters in regard to lights, beacon, and buoys on coasts of North and South Carolina—His sailing directions.

When, in 1842, Lieutenant Maffitt was ordered to the Coast Survey, and later learned that his work would keep him on the North Atlantic coast for some time, he removed his family to Baltimore, rented a house, and engaged a long-known and faithful Irishman to look after his interests and the necessities of his family during his enforced absences.

Here, November, 1844, his first son, Eugene Anderson, was born, and his happiness seemed complete, and for a time continued so. It was while he was engaged in the surveys of Nantucket Harbor and Martha's Vineyard, having his family near him, and in the midst of his trying, dangerous, and exacting work, that the tragedy befell which wrecked his home. But upon this period of his life let silence fall—an account of it has no place here. The broken threads of his life were gathered up and its warp and woof rewoven, but the scars remained.

As the reports of Professor Bache show the work, that of hydrography, upon which Lieutenant Maffitt was engaged during the years of his connection with the important developments of the United States Coast Survey, they are necessarily a part of his life record, and as such the following extracts are given. They show the difficulties under which this work

was accomplished, and the want of the facilities of the present day of great inventions and accurate instruments.

Report of the Superintendent of the Coast Survey, showing the progress of the work during the year ending October, 1847.

SIR: The regulations of the Coast Survey requiring a report of progress to be made at this time to the Secretary of the Treasury to be laid before the President and Congress, I have the honor to submit, accordingly, a report for the past year.

* * * The hydrographic work in Boston Harbor (see sketch A) was commenced in June and continued in the schooner *Gallatin,* until by the transfer of the revenue steam vessel *Bibb* to the Coast Survey, about the middle of July, the requisite facilities for work on the Nantucket shoals had been provided.

The results are reported by Lieut. Commanding Davis as follows:

"My first object was to complete the examination of the ground between the Old and New South Shoals, and to determine the extent and character of the dangerous ridge to the northward and eastward of the New South Shoal, the existence of which was discovered last year. It was found that the water shoals on this ridge rapidly from 23 to 24 fathoms. In strong winds the sea must break here, and in a heavy gale the destruction of a vessel would be quite as certain as on one of the shoals.

"After running some lines to the northward of the Old South Shoal, I took up the survey of the 'Old Man' and 'Bass Rip' and the neighboring channels.

"In the channel to the eastward of 'Bass Rip' a shoal was discovered having only 16 feet of water on it, where 2 fathoms is marked on the best charts. Another shoal was found to the southward and eastward of Great Point Light of some extent, with 16 and 18 feet on it, where the charts give 5 fathoms. A sketch accompanies this report, showing the positions of these shoals and of the ridge. Currents were observed on board the station vessels, and frequent specimens of the bottom were taken. The great value of the latter will appear when the chart of this region is finished.

"The discoveries of the past and present year prove the great importance of this chart. Those now in the hands of navigators are neither accurate nor sufficiently minute.

"The results of our labor are anxiously looked for; no chart that can be issued from the office of the Coast Survey, will be

more generally serviceable, or excite greater interest. It can probably be prepared in another season, with the constant employment of a steam vessel, provided that exclusive attention is given to this object during the months suitable for working in this exposed situation."

The limits of the sounding sheet are shown in sketch A, where the sheet is numbered.

1. After closing work on the shoals, Lieut. Com. Davis, in the *Bibb,* returned to Boston Harbor to make the deep-sea soundings there, and Lieutenant Maffitt, U. S. N., was detached to run some lines of soundings in the Vineyard Sound (see sketch A, sheet No. 3) and to complete the hydrography of Hyannis Harbor and its approaches, which was accomplished by the 24th of September (see sketch A, sheet No. 4). Since that time the whole party has been diligently engaged in finishing the work of Boston Harbor for the commissioners, and there is now no doubt, that notwithstanding all the hindrances of the season, the weather having been even worse for hydrography than that of last year, then considered so unpropitious, the work will be completed.

Extract from the Report of the Superintendent of the Coast Survey, showing the progress of the work for the year ending November 13, 1848.

BODIES ISLAND, NORTH CAROLINA,
November 14, 1848.

* * * * * * *

10. Hydrography.—The hydrography of the Nantucket shoals, and of the vicinity of Nantucket Island, has been continued by the party under the command of Lieut. Charles H. Davis, United States Navy, assistant in the Coast Survey. The vessels employed have consisted of the steamer *Bibb,* the schooner *Gallatin,* and a hired tender of 95 tons burthen. The *Gallatin* was under the command of Lieut. J. N. Maffitt, United States Navy. In his report at the end of the season, Lieut. Commanding Davis remarks:

"The progress made in the first month of the season (July) was so very satisfactory that there was but little doubt of completing before the end of the season the survey beyond the new South Shoal on the south and on the meridian of Great Rip on the east.

"A chart having these limits, and embracing the anchorage under Great Point on the north, would be of the highest value to the foreign and coasting trade. It would be in demand abroad as well as at home.

"But the very dangerous character of the ground requires that every possible care should be used to insure accuracy, and in accordance with this view the South Shoal charts already issued have been called 'Preliminary Sketches,' leaving an opening for future corrections, if, upon a comparison of the work of separate seasons, any should be found necessary. The necessity for accuracy, arising from the dangerous nature of the ground, is increased by the imperfections of the existing charts, and it is the reiterated proof of this imperfection, and the constant discovery of new shoals, which, more than anything else, has compelled me most unwillingly to report to you the necessity for giving another season to the outer Nantucket shoals.

"Five new shoals, discovered during the present year, have already been reported to the public, and another shoal or bank has since been discovered, 18 miles from Nantucket, of equal importance to any of the preceding. But the weather during the month of August has also been a cause of our not completing the proposed chart this season. It proved a greater drawback than usual. The fog was so continuous and dense, that the vessels have more than once laid at anchor on the shoals without seeing each other for 48 hours, though only a few miles apart."

Among the disagreeable incidents of the season was the danger run by the schooner *Gallatin* in her return to Boston Harbor, having been caught in a violent northeast gale off Scituate rocks. The vessel suffered damage, easily repaired, in her spars and sails, but no further. Her situation at one period of the gale is represented to have been perilous. Two vessels under similar circumstances went ashore on Scituate rocks. After the season was so far advanced (September) as to render further work on Nantucket shoals impracticable, the schooner *Gallatin* was employed in observations of currents in Boston Harbor, which, by great industry, were completed before the close of the season. Tidal observations at this important port have been kept up throughout the year.

The office work of this party during last winter was quite arduous. The notes of the hydrography of the South Shoals, of Boston Harbor, and of Hyannis Harbor, including soundings,

currents, tides, and sailing directions, were all copied, the reductions made, and the work plotted.

APPENDIX No. 1

Distribution of the parties of the Coast Survey upon the coast of the United States, during the surveying season, in the different parts of the coast, from November, 1847, to November, 1848.

Operations—Hydrography.—Lieut. Comdg. Charles H. Davis, United States Navy; Lieut. Comdg. J. N. Maffitt, United States Navy,—double party.

Hydrography of Nantucket shoals continued. Of Muskeget channel, by Lieut. Comdg. J. N. Maffitt, U. S. Navy. Observations of tides and currents in Boston Harbor. Report on Lighthouse on Sankaty Head, Nantucket, by Lieut. Comdg. Charles H. Davis.

Report of the Superintendent of the Coast Survey, showing the progress of the work for the year ending November, 1849.

MOUNT INDEPENDENCE,
NEAR PORTLAND, MAINE, October, 1849.

* * * The hydrography of the Nantucket shoals has been continued with two vessels (one a steamer) and Bass River and Wellfleet, harbors of refuge, have been sounded out. The observations of tides and currents in Martha's Vineyard Sound have been in progress. The soundings required to complete the chart of Muskeget channel have been made, and the chart itself nearly completed. The chart of Hyannis Harbor has been engraved.

The hydrographic party under Lieut.-Comdg. Davis, U. S. N., commenced their work on Nantucket shoals in July, and soon after, Lieut. Comdg. Davis was relieved from duty on the Coast Survey, and the charge of the party devolved on Lieut. Comdg. Charles H. McBlair, by whom the work was continued until the first week in October. The steamer *Bibb,* the schooner *Morris,* under the command of Lieut. Comdg. J. N. Maffitt, and a tender, were assigned to the work of the shoals; at its close the tender was discharged; and Lieut. Comdg. Maffitt proceeded to Wilmington, Delaware, to repair the schooner *Gallatin* for the continuation of the survey of Charleston Harbor.

The usually short season on the shoals was this year much interrupted by gales and fogs. The general chart of the shoals has been considerably enlarged by the work done to the southward

of New South Shoal, southward and westward of Old Man and to the northward and eastward of all shoals; and in addition a great deal of filling-in work has been accomplished on the work of the previous seasons.

The area included in this work is 353 square miles, the number of miles run in soundings 746, and the number of soundings taken 8,236.

The four shoals discovered by Lieut. Comdg. McBlair, in what is known as the "main ship channel over the Nantucket shoals," are marked on sketch A, and are described in the Appendix No. 3, in which Lieut. Comdg. McBlair's report is given in full. The shoalest has 9 feet of water upon it, the deepest 15, and the two others 14. The group lies between 85° 40′ E. and 37° E. (true) from Great Point light, and between 9.5 and 10.7 nautical miles in distance, and can be recognized, except at slack water, by the ripple on them, and in daylight in black water by the discoloration of the water.

Two spots of small extent were also discovered, having eighteen feet of water on them at low water, and bearing from Great Point light 85° 40′ E., distant 9.8 nautical miles; and 85° 10′ E., distant 11.2 nautical miles.

Lieut. Comdg. McBlair remarks:

"The importance of the discovery of the small shoals in the ship channel over the Nantucket shoals I need not revert to particularly, as this has already been made the subject of a special report.

"Nothing could more fully exhibit the benefits conferred by the Coast Survey upon the navigating interests of the country, than the determination of the dangerous shoals in the very track of large fleets of merchant vessels of all nations, which were entirely unknown before to the oldest and most experienced pilots, and it is still a mystery to me that they should so long have escaped observation.

"The area of the work in Bass River Harbor is 33 square miles, the number of miles run in soundings 190, and the number of soundings made 7,926. The chart of this harbor and Wellfleet will be at once reduced for an engraving."

The importance of Wellfleet harbor will appear from the following extract from the report of Lieut. Comdg. McBlair:

"Our next operation carried into effect your instructions relative to Wellfleet Bay. This harbor was thoroughly surveyed from the head of the bay to the southern shore, and far enough to the westward to embrace the shoal making out from Billingsgate

Island, almost 4½ miles W. by S. In the progress of this work we determined the positions of several dangerous rocks that were known only to the fishermen, and some but vaguely known to them.

"It will not escape your attention that the determination of the shoals in the neighborhood of Billingsgate Island furnishes a valuable addition to the chart of our coast by indicating a secure and accessible harbor of refuge under the lee of those shoals, to vessels which, in doubling Cape Cod in northerly gales, are driven too far to leeward to reach Provincetown. The area comprised within the limits of our work at Wellfleet consists of 49 square miles; the sounding lines, run chiefly by boats, may be computed at 301 miles, and the casts of the lead obtained amount in number to 9,906.

"While in the harbor of New Bedford, Lieutenant Commanding Maffitt determined the position of the new light-house on Palmer's Island by request of the collector of the port."

During last winter the party of Lieutenant Commanding Davis were engaged in plotting the charts, reducing the tidal and other observations, and representing on diagrams the observations of currents of the previous year.

In Professor Bache's report for the year ending November, 1850, he says:

Lieut. Comdg. James Alden, U. S. N., made a reconnaissance of the different inlets on the coast of North Carolina from the inlet of 1846 to Hatteras inlet, and reports that he found but one at all fit for purposes of navigation as an entrance from the sea—namely Hatteras inlet—and that having a "bulkhead" in Pamlico Sound across the channel with 6 feet of water on it, and a tortuous channel on the sound side. As a harbor of refuge this inlet is, however, of the greatest value. Attention was first drawn to it by a report from Lieutenant Commanding Maffitt, and the examination which followed by Lieutenant Commanding Alden confirmed the conclusions in regard to its importance as a harbor of refuge from seaward.

A hydrographic reconnaissance of a harbor of refuge just south of Cape Hatteras, which has been formed within the last few years, was made by Lieutenant Commanding Maffitt. According to his report Hatteras cove lies to the northward and westward of the extreme point of Cape Hatteras; is sheltered from the northeast, and affords good anchorage in four or five fathoms

of water, with a bottom of "soft blue mud." From the anchorage Hatteras light bears N. N. E., distant about one mile and a half. Since 1845 the southwest spit of Hatteras has made out nearly three-eighths of a mile.

The sketch prepared by Lieutenant Commanding Maffitt, with sailing directions, was at once engraved and distributed. It is now appended to this report. (Sketch D, No. 3.)

Section V.—From Cape Fear to the St. Mary's River, including the coasts of the States of South Carolina and Georgia. (Sketch A.)

The work in this section has made proportionately greater progress than was anticipated at the date of my last report. The minute reconnaissance for the main triangulation has been continued; the geographical position of a point in the triangulation determined; the secondary triangulation of Charleston Harbor and its vicinity, and the topography, have been completed, and the hydrography of the approaches to the harbor has been nearly completed. Four parties, respectively, under Assistant Boutell, Sub-Assistants Gilbert and Bolles, and Lieutenant Commanding Maffitt, have been employed during the last spring in advancing the work in this section.

* * * * * * *

Hydrography.—The hydrography of the approaches to Charleston Harbor was commenced as early in the season as the land work furnished data for the soundings. The schooner *Morris*, transferred from the Quartermaster-General's department, United States Army, was altered so as to adapt her to hydrographic purposes, under the direction of Lieutenant Commanding Maffitt, United States Navy, assistant in Coast Survey. The work was commenced by the 1st of May and continued until June, during which time the bar and its approaches were sounded out. The party of Lieutenant Commanding Maffitt is under instructions to return to this section for the completion of the hydrography of the harbor and its approaches. A permanent tide station has been established in the cove of Sullivan's Island through the kind assistance of Colonel Erving, U. S. Army, commanding at Fort Moultrie.

Before closing his work in this section, Lieutenant Commanding Maffitt made a hydrographic reconnaissance of Bull's bay, about 23 miles northeast of Charleston—a sketch of which is appended to this report. (Sketch E, No. 2.) He recommends

the erection of a light-house on the northeast bluff of Bull's Island, to facilitate the entrance at night into this valuable harbor of refuge.

The important hydrographic reconnaissance made by Lieutenant Commanding Maffitt of Hatteras cove, and his services during the last winter and the season just closed, have been already referred to in connection with sections IV and I of the coast.

Note to be placed at the head of this section IV, page 37, No. 5.—The importance of the developments near Hatteras made this season cannot be overrated, nor can too much vigilance be used in determining whether the important harbors of refuge, Hatteras cove and Hatteras inlet, are to continue from natural causes to afford on this exposed part of our coast the security to navigators which they now furnish.

The drawings required by the hydrographic results of each season are made by the parties who executed the work afloat, and therefore do not come into the detail of office work.

APPENDIX No. 13.

Report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, to the Superintendent, in relation to a light-house at Bull's Bay, on the coast of South Carolina.

SIR: I respectfully recommend the erection of a light-house on the northeast bluff of Bull's Island, that this harbor of refuge may be useful to navigators when caught in this vicinity during the night.

I propose an inferior light, that could not be confounded with Charleston light, which is, however, (when 7 miles off) easily denoted by five beacons for crossing the bar at night, and in making "Bull's Bay" revolving light, "Cape Roman," a "fixed red light," would be distinctly seen on the starboard hand in approaching and entering.

The advantage of this harbor is obvious, as vessels bound to the northward, and caught in a northeast gale, can find shelter, instead of being driven out of their course, while making an offing to the sound.

Again, vessels bound to Charleston and caught in the vicinity of Cape Roman, with heavy weather from the northward and eastward, eastward, and the southward and eastward, could have anchorage in safety, as it is impossible to cross the bar at Charles-

ton with the wind heavy from the direction last named, and to make an offing would generally drive them a number of days from their destination before the weather became favorable.

Respectfully, your obedient servant,

J. N. MAFFITT,

Lieut. Commanding, and Assistant U. S. Coast Survey.

To Professor A. D. BACHE,
Superintendent U. S. Coast Survey, Portland, Maine.

Report of the Superintendent of the Coast Survey, showing the progress of the work for the year ending November, 1850.

WEBB'S STATION, ANNE ARUNDEL CO., MD.,
November, 1850.

SIR: I have the honor to submit the annual report of progress of the Coast Survey which the regulations of the Treasury Department require, that it may be presented to the President and Congress.

* * * * * * *

Scarcely any portion of our coast has been thoroughly surveyed which has not yielded important discoveries. The broken ground off Nantucket has proved different in extent and character from what was previously supposed. Davis shoal on the south, Davis bank on the east, McBlair's shoals on the north, were with many minor dangers, previously quite unknown; indeed, the discovery of Davis shoal was received at first by many seafaring men with suspicion, which would have been removed at too heavy a cost had the fine steamer which touched upon it in 1849 been lost there, or the gallant line-of-battle ship returning from a long foreign cruise, which struck, been sacrificed upon it. Gedney's channel, at the entrance of the great commercial port of New York, and Blake's channel in Delaware Bay, were actually buoyed out before their existence was generally admitted. The discovery of twenty-one feet of water on Mobile entrance bar, by Lieutenant Patterson, has effected already important changes in the commerce of that city. Saint Andrew's shoals, on the coast of Georgia; the Hetzel shoal, off Cape Canaveral; the new channel into Key West, by Lieut. John Rogers, have been discoveries of value. The existence of Hatteras cove and Hatteras inlet, first publicly announced to navigators by Lieutenant Maffitt, may almost be ranked with them.

The law of 1843 very properly limited the services of officers of the Navy to the hydrographic parts of the work—the portions which have a professional bearing, and towards which the inclinations of a nautical man may turn with professional pride.

* * * * * * *

Hydrography.—The party of Lieut. Comdg. Chas. H. McBlair, United States Navy, assistant in the Coast Survey, has continued the survey of the shoals near Nantucket. (Sketch A.) The steamer *Bibb*, the schooner *Gallatin*, commanded by Lieut. Comdg. J. N. Maffitt, and a hired vessel, serving chiefly as a floating station, have been engaged in the work. From the 9th of July to the 22d of August the party was employed on the Nantucket shoals. The outline, extent, and depth of water of the great Rip shoal, and its approaches, were determined, and some lines run to the southward, and southward and westward of Davis's new south shoal, important as affecting the question of the existence of other shoals to the south of Davis's, of which thus far there is no indication. Between this date and the 6th of September the soundings required to complete the hydrography of Muskeget channel and its approaches were made. The party next took up the soundings between Gay Head and Block Island, for the offshore chart, and finished the part of the work requiring close soundings, extending about twelve miles south of Gay Head, and westward to a junction with the former hydrography in this region, and two offshore lines of about thirty miles each, commencing also the work between the islands of No Man's Land and Martha's Vineyard. The *Gallatin* was then detached to execute some supplementary hydrography in Boston Harbor, and to prepare for taking her place in Section V.

Lieutenant Commanding McBlair remarks:

"The season generally was very unfavorable to hydrographic operations in the localities in which we were employed. During the months of July and August the weather was alternately foggy or boisterous, entirely defeating every effort to continue the survey of the shoals. The few suitable days we had in September we employed in the Muskeget channel and Gay Head hydrography."

The reconnaissance by Lieutenant Commanding Maffitt, of Beaufort Harbor, North Carolina, induced a request from a portion of the citizens for a complete survey, and I accordingly detailed a party for the triangulation; a notice of which, and of the additional hydrography will be given in the details of the different operations. (See sketch D, No. 5.)

The chart of Pasquotank River, and sketches of Hatteras inlet and of Beaufort Harbor reconnaissance have been engraved and published.

* * * * * * *

There seems to be no doubt that Lieutenant Commanding Maffitt has discovered a new channel across the bar, through which the same depth of water can be carried as through the main ship channel, more direct for vessels coming from the eastward and northward, but narrow, interrupted by lumps, and not straight. When proper sea marks are placed for this channel it may be used. A comparison of the remains of the old marks for entering the main ship channel with the new, shows that it has moved to the southward, a fact which the old charts also confirm. The depth remains nearly or quite unchanged as far as the old data enable us to judge. The materials of the bar are all from seaward, or from the coast and not from the rivers.

Hydrography.—Lieut. Comdg. J. N. Maffitt, United States Navy, assistant in the Coast Survey, has continued the hydrography of Charleston harbor, and of its approaches, making all the progress which the stormy character of the season would permit. The inner harbor has been almost entirely sounded, from Craft's Signal on the Ashley River and Oyster Point on the Cooper to the bar, inclusive. Particular attention has been given to the bar, the soundings extending on an average of six miles from the shore line. The space surveyed comprises an area of eighty-three square miles, in which 35 current stations were occupied; 225 specimens of bottom, and 45,360 casts of the lead were taken; and 2,589 angles observed. A short distance to the southward and westward of the "Swash channel" a channel of 11 feet has been found. It is proper to state that this channel is circuitous, but if properly buoyed it may be used for towing out and in, entering with certain winds. Subsequent attention will, however, be directed to this point. The previous surveys of the Charleston bar have not been sufficiently close to admit of comparison with this, so that there are no recorded data for determining the progressive changes in the various channels. The oldest pilots, however, and other persons long resident on this part of the coast, assert that the bar has been continually working to the southward. The beacon for entering the main ship channel is 400 yards farther to the southward and westward now than it was 18 years ago, showing a very material change in the channel in that direction, and sustaining the opinion expressed above. I found by taking specimens of the water on the bar at different stages of the tides

and at various depths, that those taken on the flood tide were filled with marine sediment, while those taken on the ebb came up clear. This would seem to indicate that the bar deposits, when stirred up and borne along by the flood, are deposited on the change of tide.

In passing the coast off the light-boat in St. Helena Sound, the steamer *Georgia,* Lieut. D. D. Porter commanding, struck what was supposed to be a shoal, the direction of which was observed, and distance from the light-boat estimated. I directed Lieutenant Commanding Maffitt to examine this locality, which he did without finding shoal water, the sea being so rough during the continuance of his search that he is of the opinion that a 17-foot spot must have been shown by breakers upon it. His letter is given in the appendix to this report, No. 18.

The drawings required by the hydrographic results of each season are made by the parties who executed the work afloat, and therefore do not come into the details of office work.

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APPENDIX No. 18.

Letters of Lieut. Comdg. J. N. Maffitt, United States Navy, assistant in the Coast Survey, to the Superintendent in relation to his examination in the vicinity of St. Helena Sound, coast of South Carolina.

UNITED STATES SCHOONER "GALLATIN,"
CHARLESTON, April 12, 1850.

DEAR SIR: I returned from a cruise to the southward some six days ago; having during my absence made a diligent search for the shoal reported by Captain Porter of the steamer *Georgia.* March 29th, with the tender, I started from St. Helena bar, the light-boat bearing north by west, and run south by east 14 miles; kept three leads going on board this vessel, and one on board the tender.

The soundings deepened regularly from 4½ fathoms to 9 and 10. I then run several close traverses back, increasing them in the position assigned to the shoal. The wind was fresh from the northward and eastward, with quite a heavy sea running—sufficient to have formed breakers on a 17-foot spot. For 12 hours this search was continued, only discontinued by bad weather coming on, which drove me into Savannah—crossing the bar on the 30th in a heavy gale. I am of the opinion that no 17-foot shoal exists in the position assigned by Captain Porter. He reports that at the

moment of striking, heavy pieces of timber floated by; and as large timber rafts are frequently driven to sea from Helena Sound, it is not impossible that the *Georgia* may have struck on one of them.

I am, very respectfully, your obedient servant,

J. N. MAFFITT,

Lieutenant Commanding, and Assistant U. S. Coast Survey.

Prof. A. D. BACHE,

Superintendent U. S. Coast Survey, Washington, D. C.

Extract from the Report of the Superintendent of the U. S. Coast Survey, 1851. *S. Doc.* 3.

COAST SURVEY STATION,

CAPE SMALL POINT MAIN, November 5, 1851.

Within the year, the Geographical Societies of London, Paris, and Berlin have given the most unequivocal evidence of their interest in and approval of the character of the coast survey. * * * In connection with the subject [answer of Lieutenant Commanding McBlair to questions from the Light-House Board] I present the following extract from a report (November, 1850) of Lieutenant Commanding Maffitt, United States Navy, assistant in the coast survey:

"I examined a rock in the main ship channel, Boston Harbor, near the buoy of the Lower Middle, upon which the British Mail steamship *Cambria* struck, and found it to be identical with a rock already found on the Coast Survey chart to be seen in the work of 1847."

* * * * * * *

Lieut. Comdg. J. N. Maffitt, United States Navy, assistant in the Coast Survey, with the hydrographic party under his command, which has been for the most part employed in Section V, visited this section in December last, to complete the hydrography of Beaufort, North Carolina; and has furnished a chart of the bar and harbor. (Sketch D, No. 5.)

The statistics of this supplementary work in Beaufort harbor are as follows: 53 miles sounded over by 1,289 soundings; 88 angles measured; 36 specimens of the bottom obtained; and 3 sets of observations were made upon currents.

* * * * * * *

The same party returned to this section and undertook in October of this year, the hydrographic reconnaissance of the entrance

to the Cape Fear and New rivers, North Carolina. The lateness of the season prevents their results from being received in time to be embodied in this report.

Tidal observations have been made at Smithville (Fort Johnson wharf) day and night since July 1, and five current stations had been occupied.

* * * * * * *

Hydrography.—Lieut. Comdg. J. N. Maffitt, United States Navy, with the Coast Survey schooner *Gallatin* (after being for a few days employed in Section IV), returned to this section December 12, 1850. He resumed the survey of Charleston bar and approaches, and in about one month completed the soundings requisite for the chart of that harbor. Thence he passed to North Edisto inlet, South Carolina, and after much interruption from boisterous weather, finished March 5, 1851, the hydrography of that river and bar. (Sketch E, No. 7.) In the Appendix (No. 30 tris) are sailing directions, which have been published, furnished by Lieutenant Commanding Maffitt for the entrance into that harbor of refuge. It is about sixteen miles to the southward and westward of Charleston light-house, and is easy of access, one course over the bar taking the vessel to a safe anchorage. At mean low water there are 13 feet on the bar. The mean rise and fall is 6 feet.

The hydrographical reconnaissance of Savannah bar and river was next undertaken; the shore parties cooperating being furnished with a boat's crew from the vessel. The work completed June 4 extends from one mile outside of the outer bar buoy, embraces the "Main," "Front," and "Back" rivers, and terminates at Argyle Tree, 6 miles above the city of Savannah. (Sketch E, Nos. 4 and 5.)

The statistics of the work in this section is as follows:

Number of observations of angles	2,069
Number of soundings	60,001
Miles sounded over	1,237
Number of specimens taken of bottom	95
Number of sets of current observations	14

From the Savannah River Lieutenant Commanding Maffitt returned to Section IV, and after necessary delays for repairs of vessel and shipment of a crew, entered on the reconnaissance of the bars of Smithville and New rivers, North Carolina.

A permanent tide gauge was erected at Fort Pulaski, entrance of Savannah River, where careful observations, day and night, of the tides have been regularly made since January.

A permanent tide gauge has also been erected at Castle Pinkney in Charleston Harbor; but circumstances have not heretofore permitted tidal observations to be made with the same regularity.

At North Edisto inlet the tides were observed, day and night, for eight weeks.

Besides their field work, Lieutenant Commanding Maffitt and party have completed and turned in the following office work, in mapping their results, viz:

A chart of Charleston bar and harbor. Another of the same bar and approaches, with additional work on Rattlesnake shoals, which was off the limits of the original sheet. A chart of Savannah bar, from one mile outside of the outer bar buoy to Cockspur. One of the Savannah main river, from Cockspur to Shad's Chimney. Another of Savannah Front and Back rivers, from Shad's Chimney to Argyle Tree. A chart of North Edisto bar and river. Charts of Beaufort, North Carolina, bar and harbor.

Lieutenant Commanding Maffitt renders acknowledgments for the courtesy and facilities extended to him, while employed in Savannah River, by the officers of the Army stationed there.

APPENDIX No. 6.

List of Coast Survey discoveries and developments.

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18. New channel into Charleston, with same depth of water as the ship channel (Maffitt's channel), 1850.

* * * * * * *

Extracts from letter of Lieut. Comdg. J. N. Maffitt, U. S. Navy, assistant in Coast Survey, in reply to above letter of the Superintendent in relation to lights, beacons, and buoys needed on the coast of North and South Carolina—Sections IV and V.

UNITED STATES SCHOONER "GALLATIN,"
August 10, 1851.

SIR: I have received your "circular" of the 20th ultimo, enclosing a copy of a letter from the Secretary of the Light-House Board.

* * * * * * *

I propose three sets of bug-lights for Beaufort, North Carolina—first, a single light, due north of the present channel buoy; second, a range light, for crossing the bar, or for the first course in; third, a range light on "Lower Bank" for the second course to anchorage. Two additional buoys are also required to mark out the channel.

A bug-light *is required* for the upper jetty of the Cape Fear River. There should be three spar-buoys in Charleston Harbor, one at each end of the "Middle Ground," the other at "White Point" to define the end of that spit for the benefit of vessels bound up the Ashley.

A couple of beacons for a range should be erected near "Fort Johnson" as a guide for vessels to clear "Sumter Flats" and the end of the "Middle" when bound in or out of the south city channel.

To render South Edisto serviceable as a harbor of refuge, a second-order light should be placed on Seabrook Point, and three buoys in the channel-way. Charleston light should be a "fixed light," with *improved reflectors.* No light should revolve—that is, one for a range for entering a narrow channel, as the loss of it, even for a few seconds, might be attended with danger. I have frequently experienced the truth of this. The beacon-light connected with the main light should be increased in brilliancy and shifted farther south, to render the range complete for crossing in the best water. A railway for *this* beacon is required, as the bar is materially influenced by northwest storms, and the range consequently changing to southward.

The "Overall beacons" of Charleston Harbor are useless, leading a vessel into 6 feet at low water. I propose that they be shifted to Fort Sumter, as a range for the Swash channel, one-eighth of a mile south of the North and the same depth of water. This would enable coasting vessels and steamers that now use the North channel to enter the harbor at night by the Swash.

A buoy is required on the southwest end of the Rattlesnake shoal.

The lights at Hatteras and Roman are *very poor;* both should be overhauled and furnished with *improved reflectors.*

Bell-boats would be of infinite service at the extreme point of Cape Lookout and the Frying Pan shoal.

The light-boat at Martin's Industry, South Carolina, should be furnished with *two* good lights, one forward and the other aft, of different elevations, that the boat may not be confounded with St. Helena light-boat. As the light-boat on Martin's Industry is old and unfit for its exposed and dangerous position, I propose that a new light-boat of great capacity, with an additional light, be placed on that shoal, and the present boat be moored off Hilton Head, Georgia, to mark the point of Grenadier shoal, which lies

due north from Tybee light. It is a dangerous spot and a light-boat has repeatedly been called for by the Charleston and Savannah Steamboat Company.

* * * * * * *

I am, respectfully, your obedient servant,
JOHN N. MAFFITT,
Lieut. Commanding, and Assistant U. S. Coast Survey.

APPENDIX No. 29.

Letter of the Superintendent of the Coast Survey to the Secretary of the Treasury, communicating a report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, upon the necessity for certain aids to navigation in Beaufort Harbor, North Carolina.

COAST SURVEY OFFICE.
February 27, 1851.

SIR: I have the honor to transmit a report just received from Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, of buoys and beacon (or range) lights, required in the harbor of Beaufort, North Carolina, the hydrography of which has been executed by the party under his command, and would respectfully request that it may, with the accompanying sketch showing the position of the beacons and lights, be transmitted to the authority which should act in the matter.

Very respectfully yours,
A. D. BACHE,
Superintendent U. S. Coast Survey.

Hon. THOMAS CORWIN,
Secretary of the Treasury.

Report of Lieut. Comdg. John N. Maffitt, U. S. N., assistant in the Coast Survey, to the Superintendent, in relation to lights and buoys in Beaufort Harbor, North Carolina.

UNITED STATES SCHOONER "GALLATIN,"
NORTH EDISTO, S. C., February 8, 1851.

SIR: I respectfully propose the following improvements in the harbor of Beaufort, North Carolina, for the purpose of rendering it safe for a vessel to enter without a pilot, by day or night, viz:

1st. A single *bug-light* on Shackleford Point, due north of Bar buoy (which should be brought to bear north and then run for, until the first range course is made).

2d. *Two bug-lights* west of Fort Macon, to be placed in range for *first course* after passing the Bar buoy. (See sketch.)

3d. Two bug-lights—one on Macon Point, the other on the Marsh in the rear—giving the range for course No. 2. (See sketch.)

4th. A buoy on 10-foot spot, and marked on the sketch *Buoy No. 2.*

5th. A buoy on the south spit of the middle ground, marked on sketch *Buoy No.* 3.

6th. A buoy in mouth of the slue, marked on the sketch *Buoy No.* 4.

7th. A buoy on the west side of the middle ground, marked on the sketch *Buoy No.* 5.

With such guides a stranger could enter, by day or night, without fear.

I am, respectfully, your obedient servant,

J. N. MAFFITT,
Lieut. Comdg., Assistant U. S. Coast Survey.

Prof. A. D. BACHE,
Superintendent U. S. Coast Survey.

APPENDIX No. 30.

Letter of the Superintendent of the Coast Survey to the Secretary of the Treasury, communicating a report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, on the necessity for a light-house on the upper jetty, Cape Fear River, North Carolina.

CAPE SMALL POINT,
NEAR BATH, MAINE, October 15, 1851.

SIR: I have the honor to report, that in conformity with the act approved March 3, 1851, making appropriations for light-houses, buoys, etc., and the instructions of the department, the question of the necessity for a light-house on the upper jetty of Cape Fear River has been examined, and that I recommend the construction of the same for the reason assigned in the report of Lieut. Comdg. J. N. Maffitt, United States Navy, assistant in the Coast Survey.

The report of Lieutenant Maffitt is herewith transmitted, with the "eye sketch" which accompanies it.

Very respectfully yours,

A. D. BACHE,
Superintendent U. S. Coast Survey.

Hon. THOMAS CORWIN,
Secretary of the Treasury.

SMITHVILLE, N. C., September 12, 1851.

DEAR SIR: I have visited the upper jetties of the Cape Fear River, and herewith enclose to you an "eye sketch" of that section, where some improvements are requisite for the benefit of navigation.

On the upper eastern jetty (No. 2) a light is certainly required that steamers and sailing vessels bound down at night may be enabled to keep the "fair channel way," which they cannot always do at present, from the fact that as the field of view is opened from just above Graham's Island, jetty No. 2 trenches entirely athwart the *apparent* channel, and there is no guide which will enable a mariner to calculate how to steer, in order to clear this jetty, and keep in the best water, which is close to its end. The same holds good (from the sudden bend of the river) in sailing up.

It is not an uncommon circumstance at night for vessels to misjudge their distance, and run into jetty No. 2. The upper western jetty is out of the channel way; a light there would be useless.

The "reaches" over Wreck shoal are not long enough to warrant the erection of range lights.

I consider it necessary that the present buoys be *replaced* by *larger ones;* and as the forest on each side gives a dark background, they should be painted *white;* they would then always be seen on a starlight night.

I also propose that "tripods," painted white, be erected on jetties Nos. 3, 4, and 6. They would materially assist the navigator in avoiding the shoals, and *jetties themselves,* which are low in the water, dilapidated, and more dangerous to vessels than beneficial to the river.

* * * * * * *

A requisite light-house for the upper eastern jetty should not cost over four thousand dollars.

Very respectfully, your obedient servant,

J. N. MAFFITT,

Lieutenant Commanding, and Assistant Coast Survey.

APPENDIX No. 30.

Report of the Superintendent of the Coast Survey to the Secretary of the Treasury, communicating sailing directions for the entrance into North Edisto Harbor, by Lieut. Comdg. J. N. Maffitt, United States Navy, assistant in the Coast Survey.

COAST SURVEY OFFICE,
April 28, 1851.

SIR: I have the honor to communicate the following information supplied by Lieut. Comdg. J. N. Maffitt, United States Navy, assistant in the Coast Survey, in relation to North Edisto Harbor, and to request authority to publish it for the benefit of navigators:

"This harbor of refuge is about sixteen miles to the southward and westward of Charleston light-house. It is easy of access—one course over the bar taking the vessel to a safe anchorage.

"In 4 fathoms of water (with the point of Seabrook Island on the north side of the harbor, bearing northwest) you will be close up to the bar.

"Bring Bare Bluff (a remarkable clump of trees which stands back from the entrance about ten miles, and can be easily recognized by four tall trees rising above the others) about four handspikes to the left of Seabrook point, and run in in that range.

"When almost off the starboard sand-spit, keep in mid-channel, to avoid a sand-flat on that shore. By keeping near mid-channel good water may be carried up to the anchorage, abreast of Mr. Legaré's (the first house upon the port shore).

"At 'mean low water' there are 13 feet on the bar. The mean rise and fall is 6 feet. The ebb-tide on the bar tends to the southward and eastward—the flood north-northeast.

"The establishment of North Edisto, for two months' tidal observations in 1851, is seven hours nine minutes."

Very respectfully yours, etc.,
A. D. BACHE, Superintendent.

Hon. WM. L. HODGE,
Acting Secretary of the Treasury.

CHAPTER VI

Arrival at Smithville, N. C., of surveying party of Maffitt in U. S. schooner *Gallatin*—Reception by citizens and comments on life at this resort—Maffitt organizes dramatic company—Dramatis personæ—Letter of Dr. W. G. Curtis—Incidents of sojourn—Description of an entertainment by the "Lord of Orton."

In the year 1851 Lieut. J. N. Maffitt, in the progress of his work of survey on the coast of North Carolina, came, with the party under his command, to the ancient village of Smithville, at the mouth of the Cape Fear River. Fort Johnson was located there and was garrisoned by United States troops.

The topsail schooner *Gallatin,* commanded by Lieut. J. N. Maffitt, reached Smithville from Charleston, South Carolina, about June, 1851. The officers of his party were Lieut. Alexander Colden Rhind, afterward an admiral in the U. S. Navy; Lieutenants John D. Langhorn, J. Colin Hamilton of South Carolina, J. Pembroke Jones, J. C. P. De Kraaft, W. D. Whiting, afterward a commodore, U. S. N., and Mr. Oscar Carnes. The last-named gentleman was a passed midshipman, the rank now of sub-lieutenant. In the apportionment of work Lieutenant Commanding Maffitt made the hydrography (soundings, tides, etc.), Lieut. C. P. Bolles making the triangulations and topography.

When Lieutenant Maffitt visited Smithville its citizens were composed of the best people of the Cape Fear region. Its residences, generally deserted in the winter months, were filled during the summer and early fall with the élite of Wilmington society, then in its zenith of culture, refinement, and that open and profuse hospitality for which it has from early colonial times been distinguished. The officers of the Coast Survey and their families were domiciled at the barracks, in the Garrison grounds.

The residents opened their hearts and homes to them and vied with each other in rendering their stay a pleasant one.

Like most small communities having few interests outside of themselves, there was at times a tendency to indulge in unpleasant gossip, and in order to quell this by giving a new source of interest, Lieutenant Maffitt proposed organizing a dramatic company; and, to insure the actors against unkind criticism of amateurs, he made it a condition of entrance to the plays that all who desired to witness the performances should sign their names as members of the company before receiving their tickets. And this proved a perfect success.

The dramatis personae of the troupe were: Dr. W. G. Curtis, Mr. P. Prioleau, Mrs. Prioleau, Dr. Thomas Hill, Miss Valeria Brown, afterward Mrs. Megimney, Mr. William Smith, Miss Julia Smith, Miss Matilda Cowan, afterward Mrs. Denson; Miss Mildred Holmes, afterward Mrs. Brown; Mrs. Jessie Frink, wife of Dr. Frink; the Misses Everitt, daughters of Dr. Everitt, and Miss Olivia Pritchard. All these were residents of Wilmington summering at Smithville, save Dr. Curtis, without whom the village would have been lacking a leader. Of those attached to Lieutenant Maffitt's surveying party, who were also members, were Lieut. A. C. Rhind, afterward an admiral of the U. S. Navy; Mr. Oscar Carnes, Lieut. Charles P. Bolles. Mr. Carnes, among the male members, was a star of the first magnitude. Dr. Curtis and Lieutenant Bolles were the other stars, and Mrs. Frink among the ladies.

This troupe was regularly organized. The society of Smithville could not witness any of the performances unless some member or members of each family signed an agreement that they would act when called upon by Manager Maffitt. On the arrival of strangers in the village, cards of admission were sent to them, after their social status had been passed upon by the committee appointed for this purpose.

All persons, no matter how well known to the company, were required to show their tickets to the doorkeeper before entering the theater.

Dr. W. G. Curtis, in a letter to the writer, says: "The old residents of Smithville, before the season was over, gave this troupe the credit of driving out, or closing the lips of, the gossips. In a word, the whole society became a mutual admiration society. Harmony prevailed everywhere. Sermons were preached every Sunday at the chapel and the services were well attended; but the members of the church said, often, that the good feeling of all the attendants brought about by our troupe put them in a better frame of mind to listen to the teachings from the pulpit."

Many were the amusing incidents of the rehearsals, related to me by my husband. Bashful maidens (for there were such in those days) had to be posed in graceful positions and made to look natural. "Miss O——, don't hold your lamp so—extend your arm and don't be so stiff in your pose, as though you feared a blow." This to one who personated "Gulnare" in Byron's "Corsair." In the balcony scene from "Romeo and Juliet," the gentleman selected to perform the part of Romeo could not play on the guitar, so another was hidden under the table which did duty for a balcony, and played to the serenade of the fascinating Romeo; but alas for human greatness, just as the scene closed, an accident to the vine-covered drapery, which covered the table and hidden performer, caused it to fall. The distressed captive, who was not prepared for exhibition, was fully revealed and was quite nonplussed.

At least one dozen plays were brought out by the company during the summer of 1852, and among them not the least amusing and entertaining was "Box and Cox." To those who were acquainted with the stars in this last-named play, it was almost impossible to imagine them in such characters. The interest and anxiety grave Lieutenant Bolles and austere Lieutenant Rhind evinced in regard to their costumes and

essentials before the performance, and the zeal with which they entered into their characters, was said to be inimitable.

Cox—"I should feel obliged to you if you could accommodate me with a more protuberant bolster, Mrs. Bouncer. The one I have now seems to me to have about a handful and a half of feathers at each end, and nothing whatever in the middle." And the manner in which he held up the thin bolster and the look of disgust on his face were perfect.

There was one sweet young lady, long passed away now, but who was made a perfect Cinderella by her family, who never gave her credit for any of the feelings of youth. One evening Lieutenant Rhind was calling at the house and she came in, and as the gay party were talking of their sweethearts, he turned to her and said,

"And who is your sweetheart, Miss D——?"

With a sad, downcast look she replied,

"Nobody loves me, Mr. Rhind."

With an impulse and emphasis that startled the company he exclaimed,

"They don't; d—d if I don't love you myself!"

Coming from so grave and dignified a gentleman, it meant much, and was an expression of the indignation felt by all at the treatment of one who, from her sweet disposition, deserved better at the hands of those whose calls upon her services were unceasing.

Another favorite was a young lady who, from her fancy for flowing streamers from her dress, was called "Miss Ribbons." Lieutenant Rhind, on the eve of his departure North, asked this young lady what he could bring her from New York.

"A poodle," she cried.

So on his return to Smithville a basket neatly covered was sent to the young lady, who with delighted expectation of the coveted gift, opened it, and to her chagrin discovered a china dog. Determining to be even with him she quietly bided her time, "which always comes to those who know how to wait."

Knowing that he was devoted to good music, she assembled some friends and invited him to be present to hear them discourse most ravishing strains. When he arrived he was ushered with great ceremony into a room where some six girls, dressed in fancy costumes, after much preparation, produced each a jew's harp, and gave him the benefit of "Days of Absence," and such lugubrious tunes as made him cry "quits."

It was a custom even down to the war, that destroyer of Arcadian days, for "grave and reverend seniors" and fathers to join in all the games of the boys and be young again; even kite-flying, football and prisoners' base were joined in by all, young and old. In the last-named game the young ladies and gentlemen often indulged in the moon-lit garrison grounds, amid peals of laughter, as the fleet-footed damsels strove to escape being caught.

The following letter, written by Lieutenant Maffitt under the *nom de plume* of "Crowquill," and published in the *Wilmington Herald* of August 30, 1851, gives a picture of life at Smithville in those days:

SMITHVILLE, N. C., August 28, 1851.

Mr. EDITOR: Although we have no "Ocean House," we have "oceans" of little houses which are crowded during the summer months by the planters and their families from the adjacent plantations, and a goodly number of the inhabitants of the town of Wilmington who have learned by experience that the climate of Smithville is not only salubrious and wonderfully healthy, but from its very geographical position (trenching into the ocean) is always blessed with cool and invigorating sea breezes.

Here the true philosophy of life is brought to an approximate degree of perfection—every one seeming contented and happy, the result of good fellowship and the cultivation of those kindly sentiments which have merged the inhabitants into grand families. Had Rasselas flourished in these days and been so fortunate as to have heard of Smithville, there is no doubt but he and the amiable Nerkavah would have ceased their wanderings in search of happiness, purchased a little cottage near the Barracks, and have imbibed that contentment of mind which seems to become constitutional

with those who spend their summers in this place. Picnics, fishing, excursions, and sea bathing afford abundant amusement and fine opportunity for the development of the human frame; while tableaux and dramatic exhibitions serve not only to refine the taste, but give pleasing occupations to the mind.

There, Mr. Editor, that is quite preamble enough, and I will now proceed to give you a faint idea of a splendid private entertainment which I had the pleasure of witnessing at the beautiful and hospitable mansion of one of our most distinguished citizens. On Thursday evening last the beauty of Smithville and the chivalry appertaining thereto were gathered together by special invitation, not only for the purpose of dancing, but to take part as actors and spectators in a series of tableaux, elegant in their conception and admirable in their performance.

The splendid and allegorical programme of the entertainment was drawn by that amiable artist Baron O——, of Zurich, Switzerland, each piece having its argument fully and clearly setting forth its subject-matter.

About eight o'clock I arrived at the mansion of my friend and found the house and grounds beautifully illuminated with variegated lights. The large balcony in front was decorated for the ball-room; and in the rear garden a miniature stage was erected, tastefully decorated, the whole forming a *coup d'oeil* calculated to entrance the senses and force upon the mind the conviction that our worthy host held in his possession the famous lamp of Aladdin.

As I was the only stranger present, mine host took some little trouble in escorting me from apartment to apartment and from romantic arbor to romantic retreat, until my senses seemed lost in their magic charms. Soft and sweet music from concealed orchestras vibrated upon the atmosphere of the stilly night; the Chinese pagoda that fronted the stage proscenium sparkled with a thousand lights that fully disclosed the lovely flowers (native and exotic) which bloomed around, relieved by rich clusters of scuppernong grapes sparkling in their emerald garments. I returned again to the ball-room. The Lord of "Orton" had marshaled the dance. In truth the arrangements were perfect in all their parts, and although the programme of amusements prepared for the evening's entertainment was excessive, no confusion occurred, and entire order reigned as if a practiced hand had drilled the entire establishment.

Our enchanting hostess was the bright personification of ready wit and genius, which, combined with a pleasing and intellectual

expression of countenance and graceful person, rendered her not only a charming hostess but a fascinating partner in the dance—in truth she seemed possessed of the power of ubiquity; for her words of greeting were heard as the guests entered, and instantly, as it were, she was seen in the dressing-room assisting in the arrangement of some disarranged apparel.

That your readers may more clearly understand the events of the evening I will make a condensed copy of the programme, omitting the racy details which rendered it so much the subject of amusement.

PROGRAMME.

Overture to Ballhead, by the Orchestra under direction of Professor Herr Von Robinson.

Dance—Arundle Cotillion.

SCENE 1—FROM THE BRIDE OF LAMMERMOOR.

Lucy Ashton.....Miss W.
Colonel Ashton.....Mr. G.
Rev. Mr. Bide-the-Bent.....Mr. L.

Waltz—Cotillion.

SCENE 2—DOMBEY AND "THE NIPPER."

Susan Nipper.....Miss W.
Dombey.....Mr. B.

March from Norma, by the Orchestra.

Grand Promenade.

SCENE 3—PICKWICK AND THE MIDDLE AGED LADY.

Lady.....Miss B.
Pickwick.....Doctor C.

Cotillion—Beautiful Boy.

SCENE 4—ELOPEMENT IN HIGH LIFE.

Bride.....Miss W.
Groom.....Mr. Q.
Indignant Mama.....Mrs. L.
Furious Papa.....Mr. P.
Horrified Aunt.....Miss B.
Rev. Mr. Groan.....Mr. L.

Polka Cotillion.

SCENE 5—MR. AND MRS. CAUDLE.

Mrs. Caudle.....Mrs. P.
Mr. Caudle.....Mr. P.

Waltz.

SCENE 6—FROM DOMBEY AND SON.

Florence Dombey.....Miss W.
Walter Gay.....Mr. B.
Captain Cuttle.....Mr. G.

Curtsy Cotillion.

SCENE 7—GYPSY ENCAMPMENT.

Gypsy Queen.....Mrs. P.
Aliene, Gypsy Girl.....Miss H.
Gypsy Chief.....Mr. N.
Young Lady.....Mr. B.
Young Gentleman.....Mr. Pope.

Basket Cotillion.

SCENE 8—SAMUEL WELLER AND THE PRETTY HOUSE-MAID.

Samuel Weller.....Mr. P.
Mary.....Mrs. P.

Sociable Cotillion.

SCENE 9—THE ARTIST'S STUDIO.

The Beautiful Catena.....Miss B.
Artist.....Mr. T.

Cotillion—Miss Phila.

SCENE 10—THE GOLD DIGGERS.

Quicksilver Jack.....Mr. Q.
Percussion Bill.....Mr. B.

Refreshments.

Grand Dance—Combination of Characters.

At a quarter past eight the cotillion commenced. As the last figure was complete four rockets rushed fiercely into the heavens, the gong sounded, followed by a wild strain of Arabic music from a distance, a blaze of light lit up the stage proscenium, and the guests hastened to the beautifully decorated Chinese pagoda. When all were assembled the seneschal for the occasion announced that a scene from "The Bride of Lammermoor" would be represented—the signing of the marriage contract, with Bucklaw by Lucy Ashton. She having been led to believe her lover false, by the machinations of her mother, mechanically signs her name. At this instant her lover, Edgar Ravenswood, care-worn and travel-stained, has unexpectedly entered the apartment. Col. Duglass Ashton is about to draw on the intruder, Lady Ashton is indignant

at his unceremonious entry, Bucklaw raging—but all are held in check by the stern Master, and the pious intercessions of the solemn Bide-the-Bent.

As the curtain rose a murmur of admiration burst from the delighted audience. The picture was indeed perfect. Poor Lucy's beautiful but vacant expression of terror, as her cold-hearted, imperious brother sustained her falling form, was well calculated to touch the sympathy which naturally passed from her to the mental yet manly sufferings of the unfortunate Master of Ravenswood. The high-mettled Colonel Ashton, and the solemn expression of the argumentative Bide-the-Bent, assisted in rendering this scene not only deeply interesting but painfully exciting.

The curtain fell amid continued expressions of applause.

The dance was resumed.

The next in rotation was an admirable scene from "Dombey and Son," in which the faithful Susan Nipper gave the egotistical pompous Dombey her opinion of his conduct toward his daughter, her "Miss Floy," assuring him at the same time that she was no Fox's martyr or Indian widow. The vinegary Pipchin in the background, with an admirable expression that might have been imported from the Peruvian mines, gave piquancy to the whole.

After another cotillion, the next scene was from the "Pickwick Papers," in which the venerable Mr. Pickwick has retired for the night in the wrong bed and room.

The scene represents the middle-aged lady as arranging her toilet for bed. Mr. Pickwick's look of holy horror, terror and dismay can be imagined but not portrayed, as he peered upon the unsuspecting damsel from the pinched-up bed curtains.

This scene drew forth shouts of laughter, and by general acclamation was renewed.

Scene 4, "The Elopement In High Life," was spirited and most pleasing, particularly so to the romantic imaginations of many charming lassies, whose hearts were all sympathy for the beautiful young lady who thus braved a father's anger and a mother's indignation for one whom they could not appreciate. The brilliant appearance of the bride caused many hearts to palpitate, and even the pompous Dombey was heard to utter suspicious commendations.

After a dance, Mr. and Mrs. Caudle were introduced upon the stage in what is called "The Curtain Lectures." The scene was so naturally depicted that a few malicious termagants were heard to insinuate that experience must have drilled the actors. It appeared that Mr. Caudle was about to retire to the sweet repose

which ever attends youth, innocence, and beauty, when the keen eye of his amiable, angelic wife beheld a tumbler behind the looking-glass, which she fancied smelt as if it had recently contained a spirituous consolation for her husband. She promptly accuses him, and displays considerable eloquence upon the subject of temperance, and portrays the awful probability of his speedy dissolution from an intimate association with "blue ruin." The martyrized Caudle in vain protests that he despises liquor, admitting, at the same time, that he had on this occasion taken a few drops *medicinally*, trusting it would neutralize an infernal pain which had annoyed him considerably.

This laughable scene was much enjoyed, even by many who were shrewdly suspected of having experience in such matters.

The next tableau represented Captain Cuttle acting as host to Florence Dombey. While offering her toast from his hook, he consoles her with a solemn assurance that their dear "Wall'r" is "drownded." The lovely expression of Florence, the hard features of the sea philosopher Cuttle, and the frank and manly countenance of Walter Gay, in the background, was the embodiment of Dickens's admirable description of this scene.

A repetition was called for, and when the curtain again arose there was displayed the tender meeting between Walter and Florence, Captain Cuttle's boisterous delight showering blessings upon their heads and bequeathing to them, their heirs and assigns in fee simple, the remarkable silver watch, sugar-tongs and spoons.

I must not forget to mention that Mr. Shammas O'Brien O'Cowan favored the audience with an admirably executed Milesian hornpipe.

The Gypsy scene was rural and spirited, representing the Queen of Gypsies telling the fortune of a fascinating young lady. The beauty of the Gypsy queen was the subject of general encomium and this picture considered one of the best.

Shortly after was represented Sam'l Weller and the pretty house-maid shaking the carpet rug. Sam proved himself a regular carpet knight.

After a merry dance, one of the most beautiful and classic pictures was presented in "The Artist's Studio."

The last scene of the brilliant tableaux was "The Gold Diggers."

After this, the audience retired to the spacious saloon, to enjoy the generous repast prepared for them—the luscious fruits of the season, the sparkling Epernay, etc.

At 12.30 Lord Orton announced the closing scene of the evening, when all the characters of the tableaux in their different costumes

entered with spirit into the giddy mazes of the reel. Here was Dombey gracefully bending to the Pipchin. The galvanic little Nipper fed with sweet peaches the hungry Californian, who *thirsted* so much for this little lass that Mr. Caudle considered many of his remarks excessively *dry*. Captain Cuttle called upon Mrs. Caudle to "stand by" when she hooked in with the old "sea horse," to the evident distress of Mrs. McStinger. The beautiful Lucy Ashton danced with Ravenswood, and the dear little housemaid danced merrily, and the Artist only lived for Catena. Thus mingled together the joyous party, inspired by the strains from Herr Von Robinson's matchless violin, and danced with an enthusiasm that I have never seen equaled.

But as all things in this mundane life must have an end, however reluctantly we approach it, this happy assemblage obeyed the ordinary course of events, and at half-past one in the morning took their leave of the liberal host, who had furnished them this delicious repast for both mind and body.

My candle is burning low and I will therefore close with the promise, if you desire it, of furnishing you with an account of the "Fancy Ball" which comes off on the ——. It will undoubtedly be a racy affair. I cannot close without expressing my surprise that a company has not been formed to erect a hotel at this most healthy and delightful resort. It is time that the South should be true to her own interests, even in matters of this kind. Had the amount now spent at the North by citizens of our own and the neighboring State of South Carolina been expended at home in equally as healthy a place, it would be productive of a vast amount of benefit to a class of people that the wealthy are by every patriotic sentiment bound to succor.

CROWQUILL.

CHAPTER VII

Report of Professor Bache for year 1852—Hydrographic work of Lieutenant Commanding Maffitt for year on the coast of Virginia, North and South Carolina and Georgia.

I give the following extract from report of Professor Bache for the year ending November, 1852:

Section IV.—From Cape Henry to Cape Fear, including part of Virginia and North Carolina. (Sketch D.)

Hydrography.—The hydrography in this section has been continued by two parties during part of the season. Lieut. Comdg. J. N. Maffitt, U. S. Navy, assistant in the Coast Survey, in command of the schooner *Gallatin,* has executed the soundings of the bar of the Cape Fear River, commencing at the most southern point of Cape Fear, extending at a distance of from two and a half to three and a half miles from shore to the northward and westward, including the main bar, middle ground, and western bar, the river up to New inlet, that bar and the Sheep's Head ledge. (See Sketch D, Nos. 3 and 4.)

In the execution of this work 25,688 soundings were made, 18,010 angles measured, and 389 miles of soundings run; thirty-five specimens of bottoms were preserved, and fifteen observations of currents made. After this work was completed, Lieutenant Commanding Maffitt proceeded to make a hydrographic reconnaissance of New River bars (see Sketch D, No. 4), and of the river above the obstructions. In making this reconnaissance, 5,870 soundings were made, 481 angles measured, and fifty miles of soundings run.

* * * * * * *

Section V.—From Cape Fear to the St. Mary's River, including the coast of the States of South Carolina and Georgia. (Sketch E.)

Hydrography.—Two parties have been engaged in hydrography in this section during a part of the season; one under the command of Lieut. Comdg. J. N. Maffitt, U. S. Navy, assistant in the Coast Survey, employed in the early part of the season in supplementary work in Charleston Harbor, having proceeded to Savannah, and

extended the hydrographic survey of that river from Fort Pulaski to Union Creek, 14 miles above the city, and as far as the shore line had been determined by the topographical party. (See Sketch E, No. 2.) This survey was executed under the unfavorable circumstances of a season which was remarkably severe on all parts of the coast. Great care and attention were bestowed upon it in order to furnish the most accurate and reliable information in relation to the river. Current and tidal observations at numerous points were carefully taken. The work in this river completed, Lieutenant Commanding Maffitt sailed for New York on the 7th of June, and there executed his instructions in reference to an exchange of the U. S. brig *Washington* and the U. S. Revenue schooner *Crawford,* leaving his own vessel, the schooner *Gallatin,* in charge of Lieut. George H. Preble, U. S. Navy, assistant in the Coast Survey, who was engaged in hydrography in Section I. On the 3d of July, the exchange of vessels having been made, Lieutenant Commanding Maffitt sailed with the schooner *Crawford* for Charleston, and arrived there on the 9th, when he immediately commenced the re-survey of the North, Main and Sullivan's Island channels (see Sketch E, No. 2) for the purpose of ascertaining the changes produced by storms, etc., and of making borings on the bar, which he succeeded in sinking to the depth of fifteen and fifteen and a half feet; specimens of every foot of which have been preserved with specimens of water bottled at every hour of flood and ebb tides.

* * * * * * *

The work of this party in the harbor of Charleston and Savannah River is exhibited by the following:

RATTLESNAKE SHOAL AND SUPPLEMENTARY WORK, CHARLESTON.

Number of angles measured	776
Number of soundings taken	10,201
Number of miles of soundings run	271
Number of current observations made	56
Number of specimens of bottom taken	16

SAVANNAH RIVER.

Number of angles observed	1,105
Number of soundings made	24,562
Number of miles of soundings run	393
Number of current observations	18

The office work performed by this party has been copying all the notes of the season's work; plotting current diagrams; two charts

of Charleston Harbor for the Commission, on a scale of 1-10,000; one section of Charleston bar, on a scale of 1-5,000; thirty-four miles of Savannah river—twenty miles on a scale of 1-5,000 and fourteen miles on a scale of 1-10,000.

I cannot in justice omit the statement that the labors of this party have, in amount, as compared with means, in constancy, and in success, exceeded any which have yet come under my observation in the progress of the survey.

* * * * * * *

Views.—In June, Lieut. A. A. Gibson, U. S. Army, assistant in the Coast Survey, proceeded to Charleston, and took two views of that harbor for the chart, from positions selected in consultation with Lieutenant Commanding Maffitt.

Under the immediate direction of Lieutenant Commanding Maffitt, an examination into the necessity for beacon or range lights in Georgetown Harbor, South Carolina, as required by the Light-House Board, was made by Passed-Midshipman John P. Jones, U. S. Navy. My report transmitting that of Mr. Jones is given in the Appendix, No. 45.

CHAPTER VIII

Second marriage and return to Smithville, N. C.—Interesting report of work of Lieutenants Commanding Maffitt and Craven in hydrography of Gulf Stream—Compliment of zeal and perseverance of Acting Master J. Pembroke Jones—Changes noticed on Cape Fear bar by Maffitt—His work on hydrography on coast of South Carolina and Georgia.

The *Wilmington Herald* of August 18, 1852, contained the following notice:

MARRIED.

In Charleston, on Tuesday, August 3, 1852, at St. Paul's Church, by Rev. Dr. Hunckell, Lieut. John N. Maffitt, of United States Navy, to Mrs. Caroline Laurens Read.

This lady was the widow of the late Lieut. James W. Read and the mother of three children, Mary Withers Read, Laurens Read, Caroline Read. Her portrait is that of a very lovely woman, and she proved a fond mother to Eugene and Florie Maffitt. Lieutenant Maffitt, after a short bridal trip, brought his bride to Smithville, where they lived in a house in the Garrison grounds. During their bridal trip the youngest of Mrs. Maffitt's children, Caroline, was accidentally burned to death, while under the care of Mrs. Hybart, at Ellerslie, near Fayetteville. The children were all at play in the yard, and in their play Carrie ran too near a fire, which had been lighted under a pot of boiling water, and her dress caught fire. Everything was done to extinguish the flames, but the poor little one had no doubt breathed the flames and soon died. This was a terrible distress to all, especially to the agonized mother, and so tender was the sympathy of Lieutenant Maffitt for his suffering wife, that in all their changes of residence to Virginia and Washington City, the little casket containing the body of the child was removed and re-interred, until their

final resting place in a cemetery in Washington City. Two children were the result of this union. John Laurens, born at Smithville in 1853, and Colden Rhind, born in their home on the James River, Virginia.

Returning to the record of the services of Lieutenant Maffitt during the years following, we come to the following report of Superintendent A. D. Bache showing progress of the work during the year ending November 1, 1853.

* * * One of the most interesting hydrographic results ever obtained in the survey and which opens a rich field of investigation, and has most important theoretical and practical bearings, is the carrying of soundings for some two hundred miles (with a small interval only) southeast from Charleston directly off the coast, and the finding of soundings after crossing the Gulf Stream from St. Simon's (coast of Georgia), St. Augustine, and Cape Canaveral (Florida). The character of the bottom which this work reveals is still more interesting—ranges of mountains and hills, with a general trend resembling that of the coast, and with heights and bases like those above the water in the far interior. The relation of the form of the bottom of the ocean, and especially that of these sections, to the peculiar features heretofore discovered in the Gulf Stream, is well determined by the observations of the year, particularly to those curious divisions of the warm water of the Gulf Stream by intrusive cold water, confirmed by so many observations, and now traced as far south as St. Augustine, in Florida. The discovery of the soundings on the other side of the Gulf Stream was made independently, and within three days of each other (June 7 and June 10) by the parties of Lieuts. Comdg. J. N. Maffitt and T. A. Craven, U. S. N., the one sounding across the Gulf Stream from Charleston, the other from Cape Canaveral. On the Charleston section, Lieutenant Commanding Maffitt struck soundings in 300 fathoms, then at 11 miles in 600, and again at 12 miles in 370 fathoms. The first and second of these soundings represent a mountain 18 feet in height and 11 miles in base on the off shore, and very steep on the shore side. The development of this subject as far as it is appropriate to this report belongs to another part of it; but I may here refer to the profile of the bottom of the sea there given (Sketch Gulf Stream, No. 2), as showing the relations of the configuration to that of the land. Lieutenant

Commanding Craven, in a distance of a mile and a quarter, passed from a sounding of 460 to 1060 fathoms across the Stream from Cape Canaveral. A glance at the diagram just mentioned will show the connection between the intrusive cold water first discovered by Lieut. Comdg. G. M. Bache on the sections from Sandy Hook, Cape Henlopen, and Cape Henry, in 1846, and the figure of the bottom, in reference to which further remarks will be made, as illustrated by diagrams of Lieutenant Commanding Craven's work. The existence of "ripples" apparently connected with the irregularities of the bottom were noticed by Lieutenant Commanding Craven.

The observations of this season clearly establish the existence of the polar current below the Gulf Stream, and its proximity to the shore where the depth permits, even where the surface water may be quite warm. They further render it very probable that there are counter currents corresponding to the cold streaks in the Gulf Stream, which, if established, must be useful in navigation. It can hardly be doubted that this cold water off our Southern coast may be rendered practically useful by the ingenuity of our countrymen. The bottom of the sea 14 miles E.N.E., from Cape Florida, 550 fathoms in depth, was in June last at the temperature of 40° Fahrenheit, while the air was 81° Fahrenheit. A temperature of 38° (only six degrees above the freezing point of fresh water) was found at 1050 fathoms in depth, about 8 miles east of Cape Canaveral. The mean temperature of the air at St. Augustine for the year is 69.9° Fahrenheit, and for the three winter months 57.5°. The importance of the facts above stated, in reference to the natural history of the ocean in these regions, is very great, but of course requires to be studied in connection with other physical data. It has also a bearing upon the important problems of the tides of the coast. The exploration of the Gulf Stream will be steadily prosecuted to its close, the different problems being taken up in turn, or in connection, as may be found practicable. Too much credit cannot be given to the officers who have by their assiduity and ability developed so far the problems of the temperatures, not only at the surface but to the greatest depths, from the section across the Stream from Cape Cod to that of Cape Canaveral. The limits of the Gulf Stream as now known to us are traced on the map ordered by Congress, showing the progress of the several operations of the Coast Survey and in the sketch accompanying my report. (Sketch Gulf Stream, No. 1.)

* * * * * * *

The general plan of explorations of the Gulf Stream, laid down in 1845, was to observe the phenomena in sections perpendicular to its axis from well-determined points on the coast.

Lieutenant Commanding Maffitt, after closing his work at Georgetown, South Carolina, was directed to run three sections, respectively, from Charleston, Cape Fear, and Cape Hatteras. In each section the number of positions was to depend upon the more or less rapid changes met with, and the temperatures were to be observed at the surface at five, ten, twenty, thirty, fifty, seventy, one hundred, one hundred and fifty, two hundred, three, four, five and six hundred fathoms, with deeper casts in some cases to reach far into the cold polar current shown to underlie the stream. The Hatteras section having been made in 1848, the new work was connected with the former by retracing this section, taking the former positions as nearly as they could be reached. The Charleston section was to be run by the same two parties, Lieutenants Commanding Maffitt and Craven, and it was expected that the positions occupied by the first passing over the section could be communicated to the other in time to join the two sets of observations at nearly the same points

Great credit is due to both parties, whose chiefs I have already named, for the manner in which the work was executed The difficulties caused by the use of a sailing vessel (the *Crawford*) were entirely overcome by the zeal and perseverance of the officer in immediate charge, Acting Master J. P. Jones.* The *Crawford* began the Charleston section on the 2d of June and finished it on the 11th, making sixteen positions, the farthest of which was 207 miles from Charleston light. (See Sketch Gulf Stream, Nos. 1 and 2.)

The *Crawford* ran the Cape Hatteras section between the 12th and 16th of July (both inclusive), and the Cape Fear between the 19th and 26th, making in both together twenty-six positions.

On the Charleston section bottom was carried from 10 fathoms in position A (see Sketch Gulf Stream, No. 2), 38 nautical miles southeast from Charleston light, to 100 fathoms in position I, 65 miles from the light. The bottom was not reached in position II at 500 fathoms, nor at III in 600 fathoms. In position V, 97 miles from Charleston light, after crossing the warmest water of the Gulf Stream bottom was struck in 300 fathoms, on the 7th of June, at 8 P. M., and was kept at various depths from 500 to 370 fathoms

*Later, Capt. J. Pembroke Jones, C. S. Navy, the life-long friend of Captain Maffitt.

to position X, 207 miles from the coast. The details are shown on diagram Gulf Stream, No. 2. The bottom was brought up in every case, and is preserved in the office.

* * * On the sections from Cape Fear and Cape Hatteras, after leaving the shoals near the shore, the depth increases very rapidly.

* * * * * * *

Hydrography.—A resurvey of the Cape Fear bars, to ascertain the changes which had taken place since the survey of the previous year, was made soon after the date of his last report by Lieut. Comdg. J. N. Maffitt, U. S. Navy, assistant in the Coast Survey. After this the survey was extended up the river to the junction of the Brunswick River with the Cape Fear and the northwest branch to the bridge above Wilmington. This was completed in January, as will be seen by the following extract from the report of Lieutenant Commanding Maffitt, which also notes the operations connected with it, and the statistics of its execution.

"A series of current observations have been made in connection with the soundings, which will enable me to project a complete current chart. Tidal observations were made at Smithville, Orton light, and at Wilmington. On the 14th, 15th and 16th of January continuous hourly observations were noted without interruption at Smithville, Orton light, Campbell Island light, Upper West jetty, and at Point Peter, opposite Wilmington. The watches were compared *twice daily,* as the morning and evening steamers passed each station. For this facility as well as continuous courtesy, the Coast Survey is indebted to General McRae, the president of the Wilmington and Raleigh Railroad.

"No. of miles of soundings run	670
No. of soundings	37,858
No. of angles observed	5,320
No. of specimens	49
No. of current observations	44"

In regard to the changes of the bar, which are very remarkable, Lieutenant Commanding Maffitt remarks as follows:

"By the 8th of December I had accomplished the work, as well as boring for specimens at different positions on the main bar and at the mouth of New Inlet. On the main bar I succeeded in obtaining specimens to the depth of 13 feet, and to the depth of 10 feet at New Inlet. These specimens were immediately labeled and forwarded to the Coast Survey Office at Washington. The resur-

vey of the Cape Fear bar exhibits very marked changes, which are characteristic of all sand-bars. I have observed and had it also attested by the pilots, that a strong northeasterly wind has the effect of deteriorating New Inlet bar in depth, and the main and western bars are thereby improved; *vice versa,* a continuance of southerly or easterly winds shoals the main or western bars, and improves the New Inlet. The migratory character of the various shoals in the channel way over these bars renders it expedient for strangers always to employ a pilot, as the chart sailing directions cannot under these circumstances be relied upon for any specific length of time. A comparison of the original chart with the resurvey will exhibit very clearly the character which I have given of the channels at the mouth of the Cape Fear River. A general diminution is also obvious in the short space of twelve months, which, when considered with the great changes as made manifest in other surveys, is a matter of serious consideration for those interested in the commercial prosperity of Wilmington. On the completion of this work, on the 12th of February, the party proceeded under instructions to execute the hydrography of Georgetown Harbor and Winyaw Bay, South Carolina, which is noticed under the head of Section V."

Section V.—From Cape Fear to the St. Mary's River, including the coast of the States of South Carolina and Georgia.

Hydrography.—The hydrographic survey of Georgetown entrance and Winyaw Bay, South Carolina (see Sketch E, No. 1), in connection with the other operations in that section, noticed above, was made by the party of Lieutenant Commanding Maffitt, U. S. Navy, assistant in the Coast Survey. This was commenced on the 14th of February and completed on the 6th of May, when the *Crawford,* the vessel used by the party, was dispatched in the Gulf Stream explorations, which had been previously noticed. I quote extracts from the report of Lieutenant Commanding Maffitt upon the execution of the Georgetown work, giving statistics, etc.:

"On the 12th of February I sailed for Georgetown, South Carolina, and arrived on the 14th. As soon as the signals could be erected, the survey of the bar and Winyaw Bay was commenced and vigorously prosecuted to its completion on the 6th of May. The bar of Georgetown, like the Southern bars in general, is subject to constant changes; the absence of previous reliable surveys prevents a comparison by which the changing character of the bar can be judged. Two new channel ways have recently come into use, both of which will be fully delineated by the Coast Survey; and with the assistance of buoys and landmarks, can no doubt be

navigated with greater facility than the old channel. The evidence of all the pilots goes to prove that Mother Norton Shoal is rapidly increasing in a southeasterly direction, which naturally presses the last quarter of the ebb tide more to the eastward, with the tendency, it is presumed, to improve the northeast or new channel. I am informed by the residents on North Island that Light-House Point is rapidly wearing away. The pilots also assert that the flat about the northwest buoy is shoaling; and, also, that the Great dry breaker has increased vastly in area for the last ten years. Positive evidence of this, as well as of the change in the main channel, is clearly demonstrated by my finding and determining the position of the two old range-beacons which twenty years ago marked out the channel. That range now strikes across the middle of the Great dry breaker, where the level of the sand at low tide is, at present, 20 inches above the surface of the water. The increase of the Great dry breaker has forced the main channel to the westward, to the destruction of an inner channel called the Goose Neck channel. At the steamboat wharf on South Island I established a permanent tide-gauge and also one of the same character at Georgetown. The observations were made by reliable and careful men, day and night, and the watches regulated by a meridian mark. An iron gauge was driven into the water at the lower end of the bar, but the general roughness of the sea prevented the nice comparison I had anticipated. Great attention was given to this gauge. A full system of current observations was carried out in the bay and at important points on the bar.

"No. of miles of soundings run.....	598
No. of angles observed.....	9,850
No. of specimens.....	90
No. of soundings.....	68,520
No. of current observations.....	16"

The office work of this party has advanced well in plotting and reducing the sheets of this and previous sections.

CHAPTER IX

Beaufort Harbor—Survey completed—Survey of James River, Va., and interesting reports of Lieutenant Commanding Maffitt on the survey of Beaufort Harbor, N. C

The following extracts from the report of Professor A. D. Bache, superintendent of the Coast Survey, show the progress of the work during the year ending November 1, 1854:

The hydrography of Beaufort Harbor, and its dependencies and approaches, has been completed. A reconnaissance of the Wimble shoals has been executed. Tidal observations have been made at Cape Hatteras, at Cape Lookout and Beaufort entrance, and at Bald Head, Cape Fear. A line of levels for connecting the tidal stations has been run from Wilmington to Smithville, North Carolina. Maps and charts have been finished or are in progress of Beaufort Harbor, Cape Fear River reconnaissance of Wimble shoals, of the Gulf Stream, with diagrams of temperatures on different sections; charts of Albemarle Sound, one sheet of a preliminary chart of the same sound, Nos. 1 and 2 of Beaufort Harbor, of Wimble shoals reconnaissance of Cape Fear entrance and New Inlet (new edition), of the Gulf Stream explorations and the diagrams, and co-tidal lines of the Atlantic coast, have been engraved during the year or are in progress.

* * * * * * *

Maffitt's channel has been resurveyed and the important changes developed. The hydrography of the entrance to Savannah River has been completed. The tidal station in Charleston Harbor has been kept up and temporary stations there and at St. Simon's established. A comparative map of Maffitt's channel in 1852 and 1854 has been made, and one of Winyaw Bay and Georgetown Harbor and Savannah River commenced. The preliminary map of Charleston Harbor is nearly completed; North Edisto River, new edition, is engraved.

* * * * * * *

The hydrography of James River, near its entrance, was commenced at the close of his work in Section V, by Lieut. Comdg.

J. N. Maffitt, U. S. N., assistant in the Coast Survey, and has been carried from the limits of Lieutenant Commanding Almey's work up the James River to Warwick River. Special tidal observations have been made in connection with the work. * * * Special observations at the Bodkin and James River have been made under the direction of Lieutenants Commanding Wainwright and Maffitt.

* * * * * * *

Hydrography.—Supplementary work at the Cape Fear bars and entrance was executed by the party of Lieutenant Commanding Maffitt, U. S. N., assistant in the Coast Survey, in the autumn of 1853, when the sailing vessel which had been used by his party was transferred to another, and the steamer *Legaré* was fitted out for his use. The repairs required by the steamer proving much greater than had been expected, the party was detained in making them until the middle of February, when they proceeded to Beaufort for a complete survey of that harbor and its approaches. The party next proceeded to Charleston Harbor, where they resurveyed Maffitt's or Sullivan's Island channel, obtaining results of much importance, which will be noticed under the head of hydrography in Section V.

An interesting report on Beaufort Harbor by Lieutenant Commanding Maffitt will be found in Appendix No. 14. It shows the great value and importance of that harbor, proves that the depth has been nearly permanent in all changes of position of the main channel from the earliest records; points out the perfectly protected character of its roads, and its facilities for the purposes of a naval depot, accessible at high water by "sloops-of-war and second-class steamers, while brigs, schooners, and third-class steamers could come in at any stage of the tide." There is at present nearly sixteen feet of water upon the bar (a sketch of which accompanies Lieutenant Commanding Maffitt's report), and the distance across it is but 307 yards; the depth rapidly passes to 3¼ and 3½ fathoms. The average rise and fall of the tide is 4½ feet, so that at high water there is 20 feet on the bar.

The wearing away of Shackleford's Point, at the entrance to Beaufort Harbor, is pointed out by Lieutenant Commanding Maffitt, and its probable consequences clearly shown.

The geographical position of Beaufort is favorable, not only for the purposes of commerce, but as offering protection during northeast and eastwardly storms. Cape Lookout affords a natural breakwater in gales from those points, with excellent and well protected anchorage under the land, the light-house bearing east.

In the hydrography of Beaufort approaches, entrance, and harbor, 785 miles of soundings were run, 2,755 angles observed for positions of soundings, 37,260 casts of the lead made, 34 specimens of the bottom procured, 16 current stations occupied.

As office work, the party has completed two sheets of Beaufort entrance and approaches, and others of Beaufort Harbor, scale 1-10,000, besides current diagrams and tables.

* * * * * * *

My attention was called to the probability that changes had occurred in the channel near Sullivan's Island, known as Maffitt's channel, and I accordingly directed Lieutenant Commanding Maffitt to make the re-examination of this channel and its approaches. Very remarkable changes were developed by the re-survey, tending to render the channel much more available even than when recommended for improvement in 1852. A chart exhibiting those changes accompanies this report (Sketch E, No. 4). By request of the Engineer Department, I served with Lieutenant Davis, U. S. N., and Capt. J. F. Gilmer, U. S. Corps of Engineers, on a commission to re-examine the plans of improvement which had previously been suggested, and visited Charleston for that purpose in the latter part of the month of June, returning to Wilmington, North Carolina, on the completion of the examination and report of the commission. The services rendered by Lieutenant Commanding Maffitt and the officers of his party, then in Charleston Harbor, in facilitating the work of the commission, and in making current and other observations, were very valuable. To the efficiency of his arrangements and knowledge of localities and changes they owed, in a considerable degree, the promptness with which they were able to arrive at their conclusions.

Maffitt's channel itself (see Sketch D) was found to have moved northward while retaining its general direction, to have diminished in width and slightly increased in depth. The bulkhead closing the west end of it near Bowman's jetty had much diminished in width and the average depth on the bulkhead had increased nearly two feet.

A drawing has been made during the year of the re-survey of Maffitt's channel, and a comparative map of this and former surveys prepared; these have been engraved. The drawing of the chart of Georgetown Harbor and of Tybee entrance and Savannah River has been commenced. The engraving of the preliminary chart of Charleston Harbor has been nearly completed, and the

drawing of the final chart will soon be commenced. The sketches of progress in this section have been remodeled and engraved.

APPENDIX No. 14.

Report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, on Beaufort Harbor, North Carolina, communicated by request to the honorable Secretary of the Navy, June 12, 1854:

The entrance to the harbor of Beaufort, North Carolina, is seven miles W.N.W. from Cape Lookout light-house, and easy of access in all winds except those from the west and northwest. The bar has at present fifteen and a half feet at mean low water.

The anchorage from abreast of Fort Macon Wharf to a point a mile and three-quarters westward, is safe, and completely protected from all winds.

The direction of the channel has changed materially from time to time. According to an old chart (no authority), it was S.S.W., with sixteen feet.

In 1820, according to Kearney it was N. and S. with 13 feet.
In 1830, according to Army, it was N. and S. with 18 feet.
In 1839, according to Lieut. Glynn, it was S. 21° 30′ E. with 15 feet spring tide.
In 1850, according to Coast Survey, it was S. 52° 15′ E. with 17 feet m. l. w.
In 1854, according to Coast Survey, it was S. 52° 15′ E. with 15½ m. l. w.

The bar of Beaufort is composed of coarse and fine marine sand, mixed with dead shells; and like all Southern sand-bars, it is subject to the extraneous influences of sea and current. During the last thirty years, this bar has varied slightly in depth, but materially in direction. From the best evidence which could be obtained—both positive and traditionary—I have concluded that the normal depth upon the bar at mean low water is 16 feet. This deduction is based upon the following evidence:

Wimble's chart, published in 1737 (117 years ago), gives 18 feet as the depth on the bar at low tide.

It is also stated, on good authority, that Lawson's chart, published in 1718, coincides with Wimble's in the depth at low water.

In evidence of the continued excellent depth of water on this bar, it may not be out of place to state that in the year 1760 the Colonial legislature granted to a company a charter authorizing the connection of Beaufort with the Neuse River by means of a ship-canal;

and as Ocracoke bar (the natural outlet to the Neuse River) had then 12 feet at low water, the inference is that the channel had not deviated in depth since the survey of Wimble.

It is a well-attested fact that, during the War of the Revolution, an English cruiser, drawing 22 feet, entered the harbor of Beaufort and was conducted out again by a resident pilot, who stated that "she crossed the bar with an ordinary high tide, but struck lightly several times."

In the years 1811, 1813, and 1815, serious changes, as to depth and direction, occurred upon this bar, which were attributed to the heavy southwest gales of those years—that of 1815 being one of the most violent and disastrous ever known upon the coast. Shackleford's Point was much affected by the sea, and the site of old Fort Hampton entirely destroyed. The bar was injured so that but 12 feet could be brought over it at low water.

After the year 1815 the channel-way gradually changed its direction more to the southward; the depth of water also steadily increased until 1830, when a depth of 18 feet at low water was reported by officers of the army.

In the year 1838 the ship *Napoleon*, bound for Liverpool with naval stores, crossed the bar with a draught of 17½ feet. In 1839 the bar was surveyed by the order of the Hon. J. K. Paulding, Secretary of the Navy, and "15 feet of water at the lowest observed tides" reported by Lieutenant Glynn, the officer in charge of the survey.

In 1850 the bar was sounded under my direction, and 17 feet found upon it at low water. My present survey gives 15½ feet at mean low water. The differences noticed in the depth are attributable to local causes of a transient character, not permanently affecting the general capacity of the bar.

Point Macon has been sufficiently protected from the encroachments of the sea by a system of jetties, and Shackleford's Point requires a like expedient, as in every gale from the southward, portions of it are washed away. The Coast Survey shore lines of 1851 and 1854 differ materially, showing a large decrease of the point, the effect of which is undoubtedly injurious, not only upon the direction of the channel, but also as affecting the depth of water on the bar. If this salient point, which governs so materially the ebb and flood, was protected from abrasion by the sea, the channel would probably be more fixed in its character.

A marked evidence of the value of this harbor is derived from information furnished by the Treasury Department, to the effect that though in 1810 the gross revenue accruing to the Government

through the custom-house at Beaufort was but $522, in 1813 it suddenly increased to $105,214, and throughout the war it continued the like large returns to the Treasury.

The geographical position of Beaufort is favorable, not only for purposes of commerce, but as affording protection during northeast and eastwardly storms. Cape Lookout affords a natural breakwater in gales from those points, with excellent and well-protected anchorage under the land, the light-house board bearing east.

The Harbor.—The harbor of Beaufort may be regarded as extending from Macon Point westward to the entrance of Bogue Sound abreast of Shepherd's Point. It is bounded on the south by marsh lands belonging to the Fort Macon property and the Literary Society of the State; on the north by sand banks, bare at low water, and marsh land, also the property of the Literary Society. The average width of the harbor is 300 yards, exclusive of the mouth of Newport River, which also affords excellent anchorage as far as the flats. The channel here is 280 yards wide.

The marsh land traversed by Fishing Creek bordering upon the Government property has deep water along its margin, on which wharves could be built at small expense. There are several good localities adjacent to Shepherd's Point for wharves, which would not involve extraordinary outlay.

In the event of the contemplated railroad terminating at this port, all the marsh lands mentioned must become important for the necessities of commerce. My opinion strongly inclines to their selection for Government purposes, as the water is bold from Fishing Creek westward, and the sand hills by the seashore offer the most healthy sites for dwelling-houses. This selection is based upon the presumption that the Government designs to establish at this port only a depot for the collection of naval stores and fuel for the use of the second-class steamers, which would always find this a convenient harbor for a re-supply of coal when cruising off the coast. The actual bar is but 307 yards wide, passing rapidly from 3¼ to 3½ fathoms (over 15½ feet at mean low water).

The normal depth of water on the bar I have assumed as 16 feet at mean low water, which at high water will allow sloops-of-war and second-class steamers to enter without difficulty, while brigs, schooners, and third-class steamers could come in at any stage of the tide.

Harbors with such facilities, on this part of the coast, are too valuable to be neglected by the Government. Many of our coasting schooners use this port constantly as a harbor of refuge, and

the establishment of light and buoys by the General Government, to afford additional facilities for ingress and egress, would be fully warranted by the importance of this coasting trade. On several occasions during the month of March, 1854, I have seen from seventeen to twenty vessels with valuable cargoes anchored in this port for safety from the gales.

The establishment of a railroad depot at this place, as an outlet for the mineral wealth and agricultural resources of the interior and western parts of the State, would no doubt cause the port to grow rapidly in commercial importance.

The facilities are great for inland navigation—with Pamlico by means of Core Sound, and also with the rich county of Onslow by the way of Bogue Sound, the navigation of which could be improved without very great expenditure of means. Naval stores in abundance could be shipped here; coal and copper obtained by railroad from Chatham County, live-oak from Onslow, and white-oak and other timber from the adjacent country. It is certain that encouragement and increased facilities would very soon make this an important Southern port. The salubrity of the place is such as to render it a rendezvous during the summer months.

I incline strongly to the opinion that jetties would save Point Shackleford, and if extended (as the land formed) would have a tendency to improve the depth of water on the bar. This Point, well secured or *prolonged,* would change the current and no doubt the bar-channel, more to the southward or at right angles to the coast. The result would be to force the bar promptly seaward into deep water instead of following the coast-in-shoal.

Where artificial means are to be resorted to, with reference to sand-bar improvements, I am impressed with the conviction that if the current *can* be governed, means should be applied to force the bar seaward *into deep water at right angles to the coast.* Charleston main ship-channel loses all benefit of the ebb current by its general diffusion before it reaches the desired point. If all the ebb could be forced out *east* that bar would have twice its present capacity.

This opinion is, of course, based upon the theory that the more contracted the outlet for a body of water, the greater will be the velocity of the current or scouring influence by which the bar is deepened, or at least kept at its uniform depth.

The channels connecting Beaufort and Lenoxville with the main harbor are intricate; that leading into the former has but 6 feet at mean low water. The channel around Shackleford's Point, leading up to the latter, has 11 feet at mean low water. It is narrow,

and subject to constant changes. Passing Shepherd's Point the channel has 4 fathoms.

Eleven feet, at mean low water, can be carried up to Gallant Point; 10 feet, at mean low water, abreast of Carolina City.

The channel by Bird Island, though more permanent, is tortuous, and affords but 9 feet at low water.

Respectfully yours,

J. N. MAFFITT, U. S. N.,
Assistant in U. S. Coast Survey.

Prof. A. D. BACHE,
Superintendent of Coast Survey.

CHAPTER X

Interesting report on discoveries in survey of Gulf Stream by Lieutenants Commanding Maffitt and Craven, 1855—Destiny of Cape Fear country, its resources and enterprises, dependent in great degree on facility of entrance to its river—Survey on coasts of South Carolina and Georgia —Hurricane of 1854—Officers of party of Lieutenant Commanding Maffitt, Acting Masters S. B. Luce, Hunter Davidson and others—Work of years 1856 and 1857—Loss to the Coast Survey of services of four of its chiefs—Final work and detachment of Lieutenant Commanding Maffitt—Ordered to command U. S. brig *Dolphin*.

The following is from Prof. A. D. Bache's report of the progress of the work of the Coast Survey for the year ending October 23, 1855:

The following up of the range of hills beyond the Gulf Stream by Lieutenant Commanding Sands first discovered in 1853 (by Lieutenants Craven and Maffitt), and extending in the same general direction with the curve of the stream from the Florida channel nearly to Cape Lookout, is one of those happy results of combined perseverance, skill, and intelligence which cannot be too highly praised. Using the Coast Survey chart of the Gulf Stream as a basis, the accomplished hydrographer who made this exploration seems to have been at no loss to place his sounding line just where the bottom would be reached at about the expected depth. I have given notice of these observations in some detail under the head of "Gulf Stream," between Sections III and IV of this report.

The existence at the bottom of the ocean beneath the Gulf Stream, from the latitude of 38° to Cape Florida, of cold water, much colder than belongs to the latitude, has been proved by direct observation in different years.

The destiny of the Cape Fear country, with all its resources and enterprises, hangs in a great degree upon the facility of entrance to this admirable river. Surveys can and will show the progress of changes there, and are the only means by which improvement can be guided. The officer who, regardless of his own personal comfort, has volunteered while passing from one section of the survey to another, to take up the difficult work of re-examining the Cape

Fear entrances, deserves the gratitude of all who have an interest in the resources and share in the enterprises to which I have alluded. The results as given under the head of hydrography of Section IV will be found of decided interest.

The favorable changes in the main ship-channel into Charleston Harbor and in the bulkhead which closes Maffitt's channel toward the harbor have been chronicled by the same officer (Appendix No. 15), whose name has been given to the channel by the citizens of Charleston in token of their appreciation of his services in regard to it. That nature is at this time struggling to open a channel here, and requiring only assistance from art, is quite certain, and now is the time, while the play of forces is tending to do the work, to give the necessary help to confirm the beneficial action. Circumstances may change.

* * * * * * *

Section III.—From Cape Henlopen to Cape Henry, including the coast of Delaware, Maryland, and part of Virginia.

The hydrography of the James River, Virginia, from Deep Water Point light-house to a point opposite to Jamestown Island, has been executed by the party of Lieut. Comdg. J. N. Maffitt, U. S. Navy, assistant in the Coast Survey. (Sketch C.) This work was prosecuted with great energy after the return of the hydrographic party from the Atlantic coast, south of Charleston, the necessary preliminary triangulation of the river being executed personally by Lieutenant Maffitt. The shore line was also determined by the party throughout an extent of 28 miles embraced in the hydrography. The number of angles observed was 1,800, and the number determined 277. Work was discontinued at the end of August in consequence of sickness on board the schooner *Crawford*, employed in the operations.

The statistics of this survey are:

Number of miles run soundings.....	1,081.5
Whole number of soundings.....	39,464

Observations were made at two tidal and at five current stations within limits before mentioned. The chart of James River, on scale 1-20,000 in two parts, has been drawn and sent to the office by Lieutenant Commanding Maffitt.

Section IV.—From Cape Henry to Cape Fear, including part of Virginia and North Carolina. (Sketch D.)

On his way from the coast of South Carolina to the James River, Lieutenant Commanding Maffitt examined the channels at

the main entrance to the Cape Fear, and also New Inlet. (See Sketch D.) It is known that the shifting sands of the Cape Fear and New Inlet bars cause frequent variations in the depth, according to the prevalence of particular winds and their degree of violence, so that at different seasons of the year and in different years the channels change their comparative depths. When Lieutenant Commanding Maffitt made his examination in June, the main ship-channel had two feet and three-tenths less water in it than when surveyed by him in 1853, while the western channel had become the main entrance, having 2 feet more water in it than in October, 1853. New Inlet bar, in like manner, had shoaled nearly two feet.

The positions of the new channel beacons at Beaufort, North Carolina, were determined by the same party. Sketches of these different determinations have been furnished to the office.

In these detached works there were:

FOR THE CAPE FEAR.

Number of soundings	2,188
Number of angles	137
Number of miles of soundings	67

FOR BEAUFORT.

Number of soundings	459
Number of angles	46
Number of miles of soundings	14

Section V.—From Cape Fear to the St. Mary's River, including the coast of the States of South Carolina and Georgia. (Sketch E.)

I will rapidly pass in review the work done. Charleston Harbor and its approaches have been carefully surveyed, the bar sounded out twice, and Maffitt's channel several times. These surveys were at once made the bases of the proposed improvement of the harbor by the city of Charleston and by the United States. A preliminary chart has been published and the finished map is in progress of engraving. Several comparative sketches of Maffitt's channel have been published. Tybee entrance and approaches and the Savannah River have been surveyed above the city to the head of Argyle Island. The maps of these surveys were used by the commission, on the improvement of the river. A preliminary sketch has been published and the finished map is in progress. * * * The hydrography of the ocean coast has been nearly completed between Charleston and North Edisto. Two harbors

of refuge, Bull's Bay on the north and North Edisto on the south, have been surveyed, and charts of them published. The information thus obtained has also induced appropriations for lighting them, so as to enable vessels driven either to the eastward or westward of Charleston to find a refuge either by night or day. Port Royal entrance, and the shoal off it, known as Martin's Industry, have been examined, and a sketch of the reconnaissance, extending to Beaufort Harbor, is in progress. The approaches to Tybee entrance—namely, Calibogue Sound on the north, and the opposite shore of Savannah River to the south—have been triangulated, and the survey of Romerly marshes made complete in reference to the cut proposed through them. Winyaw Bay and Georgetown Harbor have been surveyed, and the Roman shoal to the south of it. A general reconnaissance has been carried along the coast of the section, including a recent one from the Cape Fear to Charleston, and the triangulation and topography have made progress over the reconnaissance from the Cape Fear south to Lockwood's Folly. A hydrographic reconnaissance of Doboy inlet and of Altamaha River to Darien has been made. The triangulation of Cumberland Sound is in progress, upon which a hydrographic reconnaissance has been based.

These detached pieces of work embrace more than three-fourths of the most important points on the coast, and attention has been directed to them in their intrinsic order of importance, or that which circumstances gave to them. The preliminary bases upon which these surveys rest have been measured by rods duly compared at the Coast Survey Office, and the work forms part of the general coast series, each fragment falling into its appropriate place in the whole survey. The tides have been investigated by numerous stations along this reach of coast, and the results have been worked up and published in tide-tables and in the form of co-tidal lines on a chart. The magnetic elements have been determined at various points, including the stations of the primary triangulation and points in the harbors. The latitude and azimuths necessary to constitute a geodetic work have been attended to, and the differences of longitude, for which the telegraph has afforded such admirable means, have been determined for the long reaches over which the lines extend. In this way Charleston and Savannah have been connected with Washington City, and thus with the central longitude station of the Coast Survey, and with each other. During the past year the survey of this section has made even more than usual advance in all its branches.

The hurricane of September, 1854, which raged so fearfully along the coast of South Carolina and Georgia, made no doubt many changes in it. The destructive action at Sullivan's Island, Charleston Harbor, led to the not unreasonable supposition that Maffitt's channel might also have been affected by it. In 1851 the Moultrie House stood about one hundred and twenty-seven yards from high-water mark, and in March, 1855, but thirty-six. Such a remarkable change attracted attention immediately after the storm, and I directed Lieutenant Commanding Maffitt to make as early a re-examination of the channel as practicable. This was done in March, 1855, giving the gratifying evidence of an improvement on the bulkhead of the channel. (See Sketch No. 20.) In a recent letter (see Appendix No. 15) on the comparative map, showing the results of the different surveys of the channel between 1851 and 1855, Lieutenant Commanding Maffitt remarks:

"The chart of 1855 shows a general increase of depth upon the bulkhead, and a contraction of 18 yards in the general width of the channel. Bowman's jetty had settled about one foot and fifty-six hundredths, the result of which has been to increase by 28 minutes, the duration of the flow of ebb-tide over the jetty, with an increased velocity of half a knot per hour directly through the channel. The benefit of this is, no doubt, made manifest by the general increase of water over the bulkhead. The high-water mark along the shore of Sullivan's Island is now 320 yards more to the northward than in 1852. The necessity for small jetties along this shore for its general protection, is a subject for consideration."

Distance in direct line of channel-way from 12-foot curve to 12-foot curve or breadth of bulkhead:

1850	2,660 yards.
1852	3,200 yards.
1854	1,100 yards.
1855	1,000 yards.

Length of shoals fringing the southern edge of Maffitt's or Sullivan's Island channel:

	Yards long.	Yards wide.
1850	2,600	700
1852	5,700	260
1854	700	200 broken and scattered.
1855	680	200

The general increase of depth on bulkhead from 1852 to 1855 is 4½ feet.

The above table gives striking evidence in favor of the adaptation of this channel for improvement. It will be observed that there is an improved condition of the channel, from chart to chart, and that the scrutiny of five years has, as yet, developed nothing but a flattering progression encouraging the laudable enterprise.

A re-examination of the main ship-channel of Charleston Harbor was made in March, in consequence of alleged changes. Upon this subject I give an extract from Lieutenant Commanding Maffitt's report:

"A re-examination of the main ship-channel of Charleston bar gave evidence of some considerable change since the survey of 1851. The channel has made to the southward, since that time, some forty yards; and also at the period of this last investigation (March 8 and 9, 1855) had deepened in the *general channel-way* about .95, or nearly one foot.

"I question the continued improvement or present permanency of this bettered condition of the main ship-channel. Its position in reference to the dredging influence of the tidal-currents of ebb and flow is such as to insure a certain normal depth, influenced, at times, by heavy gales—some deepening it, and others having the reverse influence. The Coast Survey chart probably presents the normal depth that will, as a rule, be found in this channel at mean low water, as the original soundings of 1849 do not differ materially from those of 1850 and 1851."

At the time of this survey the buoys were found to be placed in the best water.

The survey of Romerly marshes, for the Savannah Chamber of Commerce, was made upon an unusually large scale, that it might afford data for their discussions in regard to the possibility of improving the intricate interior navigation now passing through them. A copy of the survey has been furnished to the president of the Chamber.

The drawings of the following maps, charts, and sketches have been in progress, or have been completed within the year: Winyaw Bay and Roman shoals; comparative chart of Maffitt's channel, 1852 to 1854; Charleston Harbor and Savannah River; and these have likewise been engraved with the exception of the first and last. The chart of Winyaw Bay and Georgetown Harbor is now in progress in the engraving division.

Hydrography.—The regular hydrography of this section (Section V) has, as heretofore, been under the charge of Lieut. Comdg.

J. N. Maffitt, U. S. N., assistant in the Coast Survey, having this year the services of three sailing vessels, the schooners *Crawford* and *Madison,* and the tender *Bouncer.* This party commenced work with the re-survey of Maffitt's channel, in Charleston Harbor, apprehensions in regard to its deterioration having been caused by the very great changes of shore-line of Sullivan's Island beach, near the channel, made by the severe gale of September 11, 1854. Happily, these fears were groundless, the depth of water on the bulkhead closing the channel having actually improved. (See Comparative Chart, Sketch No. 20.)

About the same time Lieutenant Simpson, in the *Madison,* commenced the outside hydrography from Charleston bar to North Edisto (Sketch E), completing the whole within two miles in the course of the season, thus furnishing materials for a coast chart of the section. The unusually boisterous character of the season told much upon the progress of the work.

After completing the re-examination of Maffitt's Channel, the survey of the Romerly marshes (Sketch No. 24) near Tybee entrance, Georgia, and their approaches, was made upon the basis of Mr. Longfellow's triangulation, and a chart at once furnished for the Chamber of Commerce of Savannah.

Changes having been reported in the depth and position of the main ship-channel of Charleston, Lieutenant Commanding Maffitt next made a re-survey there, with results which will be referred to hereafter.

The last work of the season was a survey of the northern approaches to Tybee, and an elaborate hydrographic reconnaissance of Martin's Industry shoal, Port Royal bar, Port Royal Bay, and Beaufort River, South Carolina, to the city of Beaufort. On the 4th of June the work was closed in this section and the party transferred to James River (see Hydrography Section III), having in the last-mentioned work accomplished one of the most difficult pieces of hydrography yet undertaken in the course of the survey of the coast.

In a severe gale on the 23d of April the schooner *Bouncer,* used as a tender by the vessels of this party, was wrecked off Port Royal Bay. The vessel was at anchor when the gale came up but could not be got under weigh, and both cables parting, she went ashore and was dashed to pieces. All hands were happily saved, but the property contained in the vessel, public and private, was lost or much injured.

In passing northward Lieutenant Commanding Maffitt re-examined the Cape Fear entrance and New Inlet, and also determined the positions of the new beacons at Beaufort, North Carolina. (See hydrography of Section IV.)

The statistics of the season's work in this section (Section V) are as follows:

SUPPLEMENTARY WORK ON CHARLESTON BAR.

Number of angles observed	410
Number of soundings made	4,060
Number of miles of soundings	72

OFF-SHORE WORK BETWEEN CHARLESTON LIGHT AND NORTH EDISTO.

Number of angles observed	672
Number of soundings	6,698
Number of miles of soundings	460
Number of specimens	22
Number of current observations	8

ROMERLY MARSHES.

Number of angles observed	490
Number of angles of determination	98
Number of current observations	5
Number of miles of soundings	209
Number of miles of shore line	39
Number of soundings	7,031

MARTIN'S INDUSTRY, PORT ROYAL, AND BEAUFORT RIVER, S. C.

Number of angles observed	2,497
Number of angles of determination	1,084
Number of soundings	40,106
Number of miles of soundings	842.5
Number of specimens	18
Number of current observations	6
Number of miles of shore line	63

This work with that off Cape Fear and Beaufort, North Carolina, and in the James River makes the following remarkable aggregate of the year. The officers of the party were Lieutenant

Simpson and Acting Masters Davidson and Luce,* of whose services Lieutenant Commanding Maffitt makes full acknowledgment in his report.

Recapitulation of work in Sections III, IV, and V, by the party of Lieutenant Commanding Maffitt:

Miles of soundings run	2,746
Soundings taken	100,006
Angles observed	7,374
Specimens	40
Current observations	24
Miles of shore line	130
Tidal stations	7

The following charts and sketches of this hydrography have been sent to this office: Chart of re-survey of Maffitt's or Sullivan's Island channel 1-5,000; chart of Romerly marshes 1-5,000; sketch of Charleston main ship-channel 1-20,000; that of Martin's Industry and Port Royal bar is in preparation. The recent results of the survey of Maffitt's channel have been placed on the comparative map (Sketch No. 20), and a new edition of it issued with this report.

APPENDIX No. 15.

Letter to the Superintendent from Lieut. Comdg. J. N. Maffitt, U. S. Navy, assistant in the Coast Survey, transmitting his comparative chart of Maffitt's channel, Charleston Harbor. (Sketch E, No. 3.)

U. S. COAST SURVEY SCHOONER "CRAWFORD."
September, 1855.

DEAR SIR: In handing to you the chart of my recent re-survey of Maffitt's or Sullivan's Island channel, I have made some notes in reference to the changes that have become manifest by my

*Now rear-admiral U. S. Navy, who, in a letter to the writer, under date of September 29, 1906, writes: "My experience with your lamented husband on the Coast Survey is one of the most agreeable of my career. I was very fond of him, as no doubt every one was who sailed with him. My recollection of that period is that we had lots of hard work and no end of fun; for Maffitt had the rare art of getting all the work possible out of one with the least amount of friction. He was always in a good humor, nor do I remember ever having seen him lose his temper even under the most trying circumstances."

repeated surveys, extending from 1850 to this date, a period of five years, during which time numerous storms have swept the coast, the gale of September, 1854, especially, producing changes of the most marked and, in many instances, serious character.

I am happy to state that the surges of the sea, though beating on the bar at every available position during the prevalence of that terrific blow, has not closed up, as by many was predicted, this channel; but, on the contrary, a marked change for the better is apparent, and the experiment suggested by an anxious desire to benefit the commercial prosperity of the noble city of Charleston, is urged by the friendly overtures of nature, inviting, instead of repelling, the opening of this more desirable passage to the ocean.

Those who are familiar with the subject of bar improvements can fully appreciate the great and various difficulties that are to be battled with in such a field of operation. The uninitiated look for prompt results, and but too often condemn or intimidate the more sanguine, when there is a slight failure either from contracted means or inappropriate machinery for the tedious and harassing experiment.

The skepticism of many has induced me to give the whole subject matter a careful revisal. While schemes unequivocal in their character, for the formation of a new and deeper channel to the ocean, are easily arranged, they are so vast by necessity, that the Government exchequer would scarce suffice for such expensive operations.

That a necessity exists for attention to the bar of Charleston, no one doubts. Suggestions were anxiously called for, and many were submitted to the unbiased consideration of the commission called by the city to look into this matter. But one plan was adopted, and that originating with me was offered with extreme hesitation as an *experiment* that involved but a moderate outlay without the possibility of detriment to any existing channel. That the plan is still a hopeful one, my previous study of the subject shows. The following table bears me out fully in the deductions which I drew from the record of my surveys.

The chart of 1855 shows a general increase of depth upon the bulkhead, and a contraction of 18 yards in the general width of the channel. Bowman's jetty has settled about one foot and fifty-six hundredths, the result of which has been to increase by 28 minutes the duration of the flow of ebb-tide over the jetty, with an increased velocity of half a knot per hour, directly through the channel. The benefit of this is, no doubt, made manifest by the increase of water over the bulkhead.

The high-water mark along the shore of Sullivan's Island is now 320 yards more to the northward than in 1852, and the necessity for small jetties along the shore for its general protection is a subject for consideration.

Distance in direct line of channel-way from 12-foot curve to 12-foot curve, or breadth of bulkhead:

1850	2,660
1852	3,200
1854	1,100
1855	1,000

Length of shoal fringing the southern edge of Maffitt's or Sullivan's Island channel:

	Yards long.	Yards wide.	
1850	2,600	700	
1852	5,700	260	
1854	700	200	broken and scattered
1855	680	200	

The general increase of depth on the bulkhead from 1852 to 1855 is 4½ feet. The above table gives striking evidence in favor of the adoption of this channel. It will be observed that there is an improvement in the condition of the channel from chart to chart, and that the scrutiny of five years has as yet developed nothing but a flattering progression, encouraging the laudable enterprise.

A reference to the comparative chart will clearly exhibit the changes that have been followed up from year to year under your explicit instructions.

Respectfully, your obedient servant,

J. N. MAFFITT,

Lieutenant, U. S. Navy, Assistant U. S. Coast Survey.

Prof. A. D. BACHE,

Superintendent Coast Survey.

From Report of Superintendent of progress of the work during the year ending November, 1856.

Hydrography of James River, Virginia.—The sounding of this river has been continued within the season by the party of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, in the schooner *Crawford.* Operations were begun on the 9th of

June in the usual manner of this party, by the measurement of a preliminary base on Jamestown Island, for the determination of the shore line of the river. In connection with the hydrographic work, the shores of the James River were traced from Hog Island upward as far as Dancing Point, above the mouth of the Chickahominy. The work was prosecuted until the 1st of July, furnishing at that time the following statistics:

Number of angles of determination	260
Number of angles observed	1,196
Number of miles run in soundings	810
Total number of soundings	18,960
Miles of shore line determined	30

The party of Lieutenant Commanding Maffitt had been previously engaged in the extension of various hydrographic surveys in Section V.

Three sheets of the chart of James River, extending from Craney Island to the limits last reached by Lieutenant Commanding Maffitt, have been received at this office, together with two volumes, in duplicate, of tidal observations recorded during the progress of the soundings.

* * * * * * *

Hydrography between Charleston and Savannah.—The inshore hydrography of the coast of South Carolina, together with soundings in special localities between harbor and the entrance to Savannah River, has been completed within the past surveying season by the party of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey.

Three surveying vessels were assigned for the accomplishment of this duty.

Maffitt's channel, in Charleston Harbor, was again examined and a copy of the resulting chart of the present year furnished in April. Lieutenant Commanding Maffitt, with the schooners *Bancroft* and *Crawford,* also completed the necessary supplementary hydrography at the entrance of Port Royal Bay and Broad and Beaufort rivers, together with the hydrography and requisite shore line of St. Helena bar and sound, and the inshore soundings between the coast and Martin's Industry.

Under Lieutenant Commanding Maffitt's direction Lieut. Hunter Davidson, in the schooner *Gallatin,* executed the inshore soundings, commencing two miles northeast of the mouth of North Edisto River, South Carolina, referred to in my report of last year

as the limit then reached in the operations of Lieutenant Simpson. The hydrography was continued southward by Lieutenant Davidson, and connects with the work at St. Helena bar, already mentioned as completed under the direction of Lieutenant Commanding Maffitt. Lieutenant Davidson also completed the hydrography of the bar and harbor of South Edisto River, and made a reconnaissance at the entrance of North Edisto, to ascertain the changes which had occurred since the original survey in 1851.

Supplementary soundings were made in the vicinity of the bar of Georgetown Harbor and to the northward and eastward of Rattlesnake shoal. The data last referred to will be presented as early as practicable in a new edition of the chart of Charleston Harbor, first issued in 1855.

The hydrographic work having been commenced in December, the general severity of the winter of 1855-56 offered serious obstacles to the progress of the surveying party afloat in this section, and the return of statistics, under these known circumstances, showing, as it does, more than the usual amount of work completed, as compared with the average of past seasons for this and other sections, is highly creditable to the zeal evinced by the hydrographic chief and to the energy of the officers associated with him.

Observations of tides and currents were made during the progress of the hydrography. Four permanent and two temporary tidal stations were established at St. Helena bar and South Edisto River. Occasional tidal observations were made also at Fort Sumter and at South Wharf, in Georgetown Harbor.

Lieutenant Commanding Maffitt subsequently (in June) continued the hydrography of James River, the statistics of which are, exclusive of the following summary of work completed on the coast of South Carolina within the season:

Whole number of soundings	107,855
Whole number of angles	9,527
Miles run in soundings	4,801
Specimens of bottom taken from different localities	65
Current stations	7
Permanent tidal stations	4
Temporary tidal stations	4

Full records of the hydrographic operations have been returned, in duplicate, and deposited in the archives of the office.

Charts of the re-survey of Maffitt's channel, scale 1-5,000; entrance to Charleston Harbor, 1-5,000; North channel, George-

town bar, North Edisto bar, and hydrographic reconnaissance of Port Royal entrance and bay, 1-20,000, have been received from Lieutenant Commanding Maffitt and recorded with the archives.

A. D. BACHE.

APPENDIX No. 14.

Report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, on the changes affecting the entrance to North Edisto River, South Carolina.

JAMES RIVER, August 26, 1856.

DEAR SIR: The following deductions are based upon careful comparison of the survey of North Edisto bar made in 1851, and a re-survey of this year.

The general formation of the bar has not been much altered since the survey of 1851, though the general position of the two channels has somewhat changed. The entrance to the south channel from seaward remains the same, but the inner entrance has been narrowed about two hundred and thirty metres, by the encroachment of the bank on the south side; several 12-foot spots of the former survey seemed to have disappeared, and the channel now shows 13 feet at mean low water. The outer entrance to the east channel has shifted to the southward and westward about two hundred metres, and has widened about fifty metres; the inner entrance has shifted to the northward and eastward about one hundred metres, thus altering materially the range of the channel. The shoal or middle ground between the channels has somewhat enlarged and shifted its general position to the southward and westward about two hundred metres. The 6-foot curve remains nearly the same. On the south side of the south channel it has shifted to the northward about one hundred metres.

The comparison sheet exhibits the curves taken from the charts of 1851 and 1856.

I am, very respectfully, your obedient servant,

J. N. MAFFITT,
Lieutenant Commanding.

Prof. A. D. BACHE,
Superintendent U. S. Coast Survey, Washington, D. C.

APPENDIX No. 15.

Report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, on the development of a new channel between Martin's Industry and the southeast breaker (Port Royal entrance), South Carolina.

JAMES RIVER, August 26, 1856.

DEAR SIR: During the progress of the hydrography of Martin's Industry a channel unknown to the pilots and unnoticed by the best authority was developed, and I think may fairly be claimed as a discovery by the Coast Survey. The most authentic and recent chart of this locality, made a few years ago by Captain Bythwood, of Beaufort, South Carolina, gives no indication of the channel referred to, nor is there mention made of it in the "Coast Pilot." This channel lies between Martin's Industry shoal and the southeast breaker. The old east channel is two miles to the northward of it, and the main or south channel two and three-quarter miles to the southward and westward. Through the "southeast" or Coast Survey channel there is a depth of 20 feet at mean low water, with an average width of three-quarters of a mile. The course of the channel is northeast and southeast. I herewith enclose a tracing of the channel-ways over Port Royal bar and would respectfully suggest that five buoys be placed as per diagram, in order that the east and south channels may be navigated with safety by vessels under the necessity of using Port Royal as a harbor of refuge.

I am, respectfully, your obedient servant,

J. N. MAFFITT,
Lieutenant Commanding.

Prof. A. D. BACHE,
Superintendent U. S. Coast Survey, Washington, D. C.

From Report of the Superintendent of the Coast Survey showing the progress of that work during the year ending November 1, 1857.

Re-examination of Cape Fear bars and entrances.—A complete hydrographic re-survey of this vicinity was made in December by Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey. The result of his observation showed, in comparison with the survey made in 1851, that for all essential purposes of navigation the old main bar channel has ceased to exist. Remarkable changes were also noted as having occurred in the entire locality south of Bald Head Point. In his report Lieutenant Commanding Maffitt says:

"Where in 1851 nine, ten, and eleven feet could be found in the channel, only five, four, and three feet can at present be obtained at mean low water. On spring tides with a northwesterly wind this old channel is in many places awash."

Lieutenant Commanding Maffitt suggests the prolongation of the western Bald Head jetty, for deepening the channel, and cites, in support of that opinion, the improvement since 1852 of the slue, to which my attention was drawn in a personal examination of the main bar.

Slight changes only were found in the western channel, and the middle ground is reported as not having materially changed since the last survey.

At New Inlet the shore line was found to be much altered, and the Federal Point channel narrowed, nearly closed and shifted to the northward. The report of Lieutenant Commanding Maffitt, showing in detail the results of comparisons, made between the recent survey and that of 1851, is given at length in Appendix No. 17.

Hydrographic re-survey of Cape Fear bar and New Inlet, North Carolina.—Before resuming the regular outside hydrography of this section [Section V.—From Cape Fear to the St. Mary's River, including part of the coast of North Carolina and the coast of South Carolina and Georgia] at the beginning of the present surveying year, Lieut. Comdg. J. N. Maffitt, U. S. N., assistant in the Coast Survey, made a thorough re-examination of the bars and channels of Cape Fear entrance. The surveys made in this locality in 1851 and 1852 were taken by him as the bases of comparison, and the results were presented in a special report, a copy of which is given in Appendix No. 17. The Sketch No. 33 shows distinctly the changes which have taken place. The main bar has shoaled and the western channel is now the main entrance. The pocket observed in 1852 as affording the rudiment of a new channel through the main bar has improved, extending still nearer to the ocean than formerly. In the re-survey at Cape Fear the soundings were extended about ten miles and a half abreast of the western bar and main ship-channel and carried inside as far as a line joining Bald Head light-house and Fort Caswell. The hydrography executed at New Inlet comprises the space two miles seaward from Federal Point and extending southward and westward, to include the entrance, beyond Zeek's Island.

A synopsis of the statistics of this work is thus stated in the general report of Lieutenant Commanding Maffitt:

Miles run in soundings	506
Number of angles determined	1,832
Number of soundings	27,143

Hydrography of the coast of South Carolina.—The in-shore soundings necessary for the completion of the coast chart between Cape Roman and the entrance to Charleston Harbor have been executed by the party of Lieutenant Commanding Maffitt.

The limits of this work include the entrance to Bull's Bay and a belt of hydrography extending evenly southward and westward along the coast to a distance seaward of about ten miles.

Two surveying vessels, the schooners *Crawford* and *Bancroft*, were employed in this service, and while thus engaged, on the 4th of January, the first-named vessel was blown from her station off Bull's Island in a furious storm which prevailed along the coast. By extraordinary exertions Lieutenant Chandler, the officer in charge of the *Crawford*, kept the vessel afloat during twenty-four days of unusually tempestuous weather, and finally succeeded in reaching Smithville, North Carolina, with loss of sails, one of the surveying boats, and considerable damage to the schooner. To the energy of Lieutenant Chandler and the excellent conduct of the crew must be attributed the preservation of the vessel, which, before making port, had been leaking badly.

The hydrography of the immediate coast from Cape Roman to Tybee light is now complete. Considerable progress has also been made in the off-shore soundings of this vicinity, and in the investigation of the normal current at stations distant 20 miles from the land. The completion of the off-shore work was prevented by bad weather. Supplementary lines requisite to the completion of the deep-sea hydrography will be run on the next return of the vessels of the party to the section.

The statistics of the work are as follows:

Miles run in executing shore work	1,821
Number of angles determined	4,776
Number of soundings	50,856
Miles run in deep-sea soundings	810
Number of soundings (off-shore)	2,374
Number of specimens of bottom	277

During the progress of the hydrographic work in this section, Maffitt's channel was re-examined and supplementary soundings were executed off and within the entrance to St. Helena sound, completing the hydrographic survey of that locality.

Miles run in soundings	636
Angles determined	1,533
Number of soundings	14,411

The unusual severity of the weather interfered with the progress of the work generally in the Southern sections, but the statistics presented as the result of the operations of this party fall but little below the average of past seasons.

At the approach of summer Lieutenant Commanding Maffitt proceeded with the vessels of his party and prosecuted the hydrography of James River, Virginia, mention of which has been made in its proper place under Section III.

APPENDIX No. 17.

Report of Lieut. Comdg. J. N. Maffitt, U. S. N., assistant Coast Survey, showing the result of a re-examination of the bars and entrances to Cape Fear River, North Carolina.

UNITED STATES SCHOONER "CRAWFORD."
CHARLESTON, December 19, 1857

SIR: I herewith enclose a tracing showing the result of the re-examination of the Cape Fear bar, made in accordance with your instructions of September last. From a comparison of the present survey with that of 1851 it would appear that the progressive deterioration of this bar within the period of five years included within the recent and previous examination by the Coast Survey, and for an interval prior, as derived from other authority, has at length reached such a point that, for all essential purposes of navigation, the old main bar channel has ceased to exist. The 18-foot curve, from abreast of Bald Head Point, extends 580 yards less to seaward than it did in 1851. The 12-foot curve has contracted, in the same direction, 66 yards. The Fingers have become connected with Marshall's shoal, and where, in 1851, there was nine, ten, and eleven feet in the channel, but five, four, and three feet at present can be obtained at mean low water. On spring tides, and with a northwesterly wind, this old channel is in many places awash. This entire locality has undergone a total change, and the accumulation of sand is so great that in all probability, with the continuance of

existing causes, the channel will not resume entirely the former passageway to the sea. The deterioration of this bar is, by the pilots and others, now erroneously attributed to the construction of Bald Head jetties, whereas their erection has already supplied a most important desideratum for protecting the shore of this important locality. So long as a turning point like Bald Head is subjected to the abrasion of the current and the consequent transportation of its sand to different parts of the channel, there can be no permanency in its direction or capacity. The security of this point will undoubtedly in time insure the opening of a better and more direct channel. In fact, such are the present indications, as the pocket, or slue, which attracted your attention in 1852, has improved and now manifests a still greater tendency to communicate freely with the ocean. If I might hazard a suggestion, it would be decidedly in favor of the immediate prolongation of the western Bald Head jetty, with a view of restoring the ancient limits of that point and deflecting the ebb current through what appears a more natural channel, such as is exhibited by Wimble's chart of 1738. The closing of New Inlet would, of course, be an important auxiliary. I incline to the opinion that the present condition of the main bar may be, in part, accounted for by the rapid washing away of Bald Head Point, thereby changing the direction of the channel more to the eastward, and the ebb current, freighted with sand, has, at certain points (the Fingers, for instance), encountered an ocean current, which, after an easterly blow, is very rapid to the westward, over Frying Pan shoals. At this point of meeting the ebb is exhausted and the deposit occurs. Of course the greater the abrasion at Bald Head, the greater the deflection of the channel from its natural course, the more the tidal current would be diffused, and consequently the less would be its scouring power.

The pocket, or slue, has made seaward, and as it *demonstrates*, through the narrowest part of the bar. An opening here would seem to give promise of a good and safe channel, such as existed in the same place in 1738, prior to the opening of New Inlet and wearing away of Bald Head. The further extension of the jetties toward this opening would unquestionably insure the result desired. It is certain that no injury can be occasioned to the bar by the experiment proposed. The valuable commerce of Wilmington, and interests connecting through that city with a large and wealthy section of the State, demand that prompt attention be given to the improvement of the Cape Fear entrance.

The Coast Survey chart of 1852 gives the following differences in the old bar, as compared with the present examination. The

18-foot curve has contracted seaward 490 yards; the 12-foot curve in the same direction 11 yards, and in the channel-way, for instance, where the outer buoys were located with seven, eight, nine, and ten feet between them, but five, four, and three feet *now* exist at mean low water, which change, as compared with the chart of 1851, shows the deterioration to be progressive but irregular. The slue in 1851 had a *mean* depth of 6 feet, and the distance from its inner 6-foot curve to its outer 6-foot curve was 984 yards. The 12-foot curves (outer and inner) were then separated by a distance of 1,586 yards. In 1852 an evident improvement had commenced, as will be observed from the fact that the distance between the inner and outer 6-foot curves was but 405 yards, a *difference at once in its favor* of 580 yards, in reference to this particular curve of 6 feet. The 12-foot curve has not changed, as shown by comparison of the charts of 1851 and 1852. It will be seen by the present chart (1856) that this slue has *continued to improve in general capacity* since 1852, the distance between the outer and inner 6-foot curves being now only 214 yards; and the 12-foot curves are separated by only 984 yards, giving thus an extension of the water passage seaward of considerable importance. Reeper's shoal, on its east side, is generally bare at low water. It assists in confining the ebb current to its work of dredging out the slue, and serves at the same time as a breakwater against the influence of the heavy easterly waves; the "Middle Ground" affording the same facilities on the west side. As the *direction* of this anticipated outlet over the narrowest part of the bar is not in positive opposition to the coast ebb and flood current, a deposit such as has occurred in the old main channel could not reasonably be anticipated, for the increased capacity of the ebb current by the closing of the new inlet and all the dredging resources of the river thus concentrated would, as a natural consequence, force the entire bar farther seaward into deeper water.

The western channel has undergone but little change. Its present capacity is 10 feet at mean low water. On the Rip there is a depth of 8 feet, but its fluctuations in direction and depth are very frequent.

Changes occur almost monthly, the Rip being particularly subject to the influence of southerly gales. The pilots are forced to give constant attention, in consequence of its variable character. I am convinced that no improvement could be made in this locality offering the slightest hope of permanency.

The "Middle Ground" has not changed materially since the last survey. The shore line at Bald Head has kept pace with the jetties,

and the wattling to the eastward has fulfilled the purpose designed in the accumulation of sand, and the consequent extension seaward of the high-water mark.

New Inlet.—The shore line about this inlet has changed remarkably since my former survey, and should be retraced by the plane table. Where the wharf at Zeek's Island now stands the Coast Survey chart of 1851 gives 15 feet; and so rapid was the accumulation of sand soon after the wharf was constructed, that it ceased to be of use for the landing of materials required for the closing of the slues, and an extension some fifty-five yards farther into the channel became necessary.

The shore line followed the wharf, and now there is but four feet depth at its outer end. On the Federal Point side, opposite to Zeek's Island wharf, the shore has made to the southward some two hundred and twenty yards.

New Inlet has narrowed since 1851 about three hundred and seventy-five yards.

The closing of the inlet to the southward of Zeek's Island has been successfully accomplished, and the ebb and flood entirely shut off from those former passageways, the result of which is to feed New Inlet with an additional amount of flood. The pilots have conceived the idea that the closing of the two small inlets has been of marked benefit to New Inlet bar. Be that as it may, the bar has certainly undergone noticeable changes, and has increased one foot in mean depth since 1852. The entire channel has shifted to the northward 514 yards since 1851. It now runs where the Middle Ground was in 1851 and 1852. Carolina shoal has followed the shifted channel, and extends eastwardly 273 yards farther than in 1851. The W.S.W. point of the Middle Ground has been washed away for about 394 yards, and where depths of five and six feet occurred in 1851, twenty and twenty-one feet can now be found.

Federal Point channel has narrowed until it is nearly closed, and at the same time shifted to the northward. New Inlet channel is now, in its narrowest part, between the 6-foot curves, 284 yards wide; in 1851 it was only 164 yards. In 1851 the narrowest part of the channel, abreast of Zeek's Island wharf, from 6-foot curve to 6-foot curve, was 332 yards. At present, in the narrowest part of the same locality, the distance is, from 6-foot curve to 6-foot curve, 197 yards.

The bulkhead athwart the mouth of New Inlet has undergone some few changes, none, however, of consequence, excepting a prolongation of the southern spit of about one hundred and sixty-four yards, thus lapping entirely the mouth of New Inlet. In refer-

ence to the very improved state of this bar, I am inclined to think it due only to the continuance of recent strong southerly winds; for I have long observed that when the wind blows with violence from the northward and eastward, New Inlet bar decreases in depth, while the western channel and Rip improve. With a continuance of strong southerly winds the converse of this has always been apparent.

I am, very respectfully, your obedient servant,

J. N. MAFFITT,
Lieut. Comdg., U. S. Navy, and Assistant Coast Survey.

Prof. A. D. BACHE,
Superintendent, U. S. Coast Survey, Washington, D. C.

Report of Superintendent A. D. Bache for the year ending November, 1858.

* * * * * * *

The survey has lost, during the year over which this report extends, the services of four experienced and able hydrographic chiefs: Commander B. F. Sands and Lieutenants C. R. P. Rogers, O. H. Berryman, and J. N. Maffitt, each remarkable in his special province for ability and success. I have elsewhere more particularly noticed their labors in connection with their results.

In anticipation of his detachment, the office work of the party of Lieut. Comdg. J. N. Maffitt was vigorously prosecuted and brought up before his separation from the Coast Survey. Three sheets comprising the soundings last made in the James River were plotted under his direction and left at the office in April last, together with twenty-seven volumes containing the original notes of soundings, angles, and tidal observations. Smooth duplicates accompanied the records referred to.

On January 18, 1858, Lieutenant Commanding Maffitt was detached, and then ordered to command the *Dolphin,* June 1. to the Coast Survey Office, and on May 20, 1858, he was detached from command of a hydrographic party, and ordered June 11, 1859, he was ordered to be ready to command the *Crusader,* and June 28 he was also directed to act as purser of the *Crusader.*

CHAPTER XI

"Retiring Board" or Naval Commission and their arbitrary and unjust proceedings—"Case" of Lieut. J. N. Maffitt, U. S. N., before the Naval Court of Inquiry requested by him—Abstract of his Services—Testimony of witnesses—Orders offered in testimony by Lieutenant Maffitt, etc.—Promptly restored and placed in command of the U. S. brig *Dolphin*—Extract of decree of U. S. District Court in trial of slaver *Echo* captured by the *Dolphin* while under command of Lieutenant Commanding Maffitt—Letter.

In the year 1857 there existed a Naval Commission, or "Retiring Board." They numbered fifteen, and, judging from some of their proceedings, their findings were often arbitrary and unjust, as the following "case" will show. Lieutenant Commanding Maffitt, "while," as he writes, "employed in active service in command of a hydrographic party of the Coast Survey," received through the public prints, the announcement that his name had been placed on the "furlough list," by a board of fifteen officers, ordered to assemble under the Act of Congress of March 2, 1855, and directed to report to the Secretary of the Navy the names and rank of all officers who, in their judgment, were found incapable of performing promptly and efficiently all their duty ashore and afloat. Lieutenant Maffitt wrote:

Engaged in the active discharge of the duties of my position and profession, I had felt secure in the consciousness of having at all times faithfully, promptly, and efficiently, performed my duties ashore and afloat, that I was beyond the reach of any legislation on the subject of efficiency of the Navy. I was aware that a prejudice existed in the minds of some officers against the special service in which I was engaged, but I little imagined that I was to be made the peculiar mark of their disapprobation; such, however, seems to be the fact; for it appears now, after a long and anxious interval of uncertainty, that the only charge on which my furlough was grounded was that of my continued service on the Coast Survey.

Following is the complete record in the case of Lieut. J. N. Maffitt, U. S. N., before the Naval Court of Inquiry No. 1. The court was composed of Commo. E. A. F. Lavallette, president; Captains W. J. McCluney and H. A. Adams; and C. H. Winder, judge-advocate.

THE CASE OF LIEUT. J. N. MAFFITT.

WASHINGTON, D. C., July 6, 1857.

At 10 A. M. Naval Court Inquiry No. 1 was in session and Lieut. J. N. Maffitt reported for a hearing of his case, in conformity with the permission of the Honorable the Secretary of the Navy. Upon being questioned, if he had objections to any member who composed the court, he replied in the negative, whereupon the court was duly sworn.

Whereupon Lieut. John N. Maffitt requested that the case be opened upon the part of the Government.

The judge-advocate stated that the point in the case to which he would call the attention of the court is "Professional Fitness." He would therefore open the case by offering an abstract from the official manuscript register, showing his service, his entry in the Navy, and that he will here rest the case, on the part of the Government, for the present.

Abstract of Lieutenant Maffitt's sea service and Coast Survey service taken from the Official Register.

			yrs.	m.	d.
Feb.	25, 1832.	Appointed midshipman.....			
Aug.	8, 1832.	Ordered to U. S. S. *St. Louis,* Capt. J. T. Newton, W. I. Squadron.....			
Jan.	30, 1834.	*Leave of absence.....	1	5	22
Oct.	1, 1834.	Ordered to Navy Yard, Boston, Com. Elliot..			
Feb.	17, 1835.	Ordered to U. S. Frigate *Constitution,* Commodore Elliot.....			
March	26, 1838.	Leave of absence.....	3	3	10
June	8, 1838.	Examined			
June	23, 1838.	Leave			
June	28, 1838.	Ordered to Government packet *Woodbury,* Lieut. Comdg. J. S. Nicholas.....			
Nov.	20, 1838.	Ordered to U. S. S. *Vandalia,* Com. U. P. Levy		1	4
March	11, 1839.	Appointed acting lieutenant.....			
Oct.	20, 1839.	Ordered as acting master to U. S. frigate *Macedonian,* Commodore Shubrick.....			
Oct.	22,†1840.	Leave	1	11	2

Feb.	6, 1841.	Ordered to Navy Yard, Pensacola, Commodore Dallas.....			
Oct.	26, 1841.	Ordered as acting master, frigate *Macedonian*, Commodore Wilkinson.....			
	1841.	Approved acting lieutenant.....			
April	20, 1842.	Detached from frigate *Macedonian* and ordered to Coast Survey.....		5	24
Oct.	15, 1842.	Leave			
Nov.	21, 1842.	Ordered to Rendezvous, Baltimore.....			
Jan.	2, 1843.	Ordered to receiving ship.....			
May	9, 1843.	Ordered to Coast Survey.....			
		Still on Coast Survey.....	14	2	

Recapitulation.

Total sea service to July 9, 1857.....	19	7	
Sea service on board ships of war.....	7	3	2
Service at navy yards and on board receiving vessels.....	1	6	23
Total service on hydrographic duty.....	14	1	14
Total time unemployed since date of first orders.....	1	7	2
Shore or other duty.....	2		10
*Not received until April 6th, an error against Lieut. M. of...	2	6	
†Not received until Nov. 2, an error against Lieut. M. of.....		10	
Lieut. Maffitt when furloughed had been on the Coast Survey..	12	3	

Lieutenant Maffitt here offered the following orders:

U. S. SHIP "VANDALIA,"
Ocean, March 11, 1839.

SIR: You are hereby appointed an acting lieutenant on board this ship, and you will, on the receipt of this, commence your duties as such; this appointment to continue in force during my pleasure, or that of other proper authority. In connection with your duties of lieutenant, you will perform that of sailing master.

Very respectfully, your obedient servant,
U. P. LEVY,
Commander.

Pass'd Mid'n JOHN N. MAFFITT,
U. S. Navy.

SIR: You are hereby appointed an acting master on board the U. S. frigate *Macedonian*, and will report for duty to Captain Kennon.

Very respectfully, your obedient servant,
WM. BRANFORD SHUBRICK.

Pass'd Mid'n JOHN N. MAFFITT,
U. S. Frigate *Macedonian*.

NAVY DEPARTMENT,
October 26, 1841.

SIR: You will proceed to Norfolk and report to Commodore Wilkinson for duty as acting master on board the United States frigate *Macedonian.*

I am, respectfully, your obedient servant,
A. P. UPSHUR.

Pass'd Mid'n J. N. MAFFITT,
U. S. Navy Yard, Pensacola.
Reported 2d November,
J. WILKINSON.

U. S. FRIGATE "MACEDONIAN,"
PENSACOLA BAY, March 3, 1842.

SIR: You are hereby appointed an acting lieutenant on board of the U. S. frigate *Macedonian.* This appointment to continue until the pleasure of the Secretary of the Navy shall be known on the subject.

Very respectfully, your obedient servant,
J. WILKINSON.

Acting Master J. N. MAFFITT,
Frigate *Macedonian.*

Lieut. Maxwell Woodhull, U. S. Navy, a witness on the part of Lieutenant Maffitt, is called, and, being sworn, is examined by Lieutenant Maffitt as follows:

Q. 1. What is your rank in the Navy?

A. A lieutenant.

Q. 2. Are you acquainted with Lieutenant Maffitt; if so, how long have you known him?

A. I have known him for twenty-one years.

Q. 3. Have you ever served with him; if so when, where, and how long—and in what relative capacity?

A. We served together as passed midshipmen, in the Coast Survey, for nearly two years, from 1842, and afterward, for six years, on the same work, but not together—though we were in frequent intercourse.

Q. 4. Was Lieutenant Maffitt an efficient officer at the time you refer to?

A. Perfectly.

Q. 5. From your acquaintance with the professional efficiency of Lieutenant Maffitt, and your knowledge of the active sea service that he has constantly seen on the survey of the coast of the United

States for the last fourteen years, would you now consider him an efficient officer for all the duties of the Navy?

A. I do so consider him.

Q. 6. Do you consider him morally, mentally, physically, and professionally fit for the naval service, and for the active list thereof?

A. I consider him fit under all these heads.

Q. 7. Are you conversant with the system of government and discipline usual to vessels on the Coast Survey, officered and manned as they are from the Navy?

A. I am.

Q. 8. Are not the customs, system of government, maneuvers on board of such vessels, similar, in all respects, to those on board of vessels in the regular service; and are they not calculated to keep an active and intelligent officer conversant with his legitimate profession?

A. The same system, in all respects, as is adopted in the Navy, is pursued on board these vessels; and I have seen as good discipline on board these, as on board men-of-war.

Cross-examined by judge-advocate:

Q. 1. You say the same system and maneuvers are adopted on Coast Survey vessels, as on board men-of-war. How often do they exercise their battery?

A. We did not exercise our guns as batteries. We had two guns, which were fired as signals.

Q. 2. Do you believe as a naval officer, that a person who has never seen any service in the grade of lieutenant, on board a man-of-war—and who has not seen service at all on board a man-of-war for over fifteen years—is competent to the multifarious and responsible duties of the first lieutenant of a frigate, or a line-of-battle ship?

A. Any officer who had passed his examination creditably, and acting as a master of a vessel for the usual term, and been an acting lieutenant, and was an effective officer when he went on the Coast Survey in the active execution of his nautical knowledge, as Mr. Maffitt has been, I think that though he has not been on board a man-of-war for over 14 years, he is perfectly competent to be a first lieutenant of a frigate or a line-of-battle ship, except, perhaps, as to the new system of gunnery.

Question by the court:

Do you believe that an officer who has been out of the regular duties usually performed in a frigate at sea, for ten or twelve years,

is qualified to station and discipline a crew, or put the ship through the various evolutions, which are necessary in the course of her cruise?

A. I think that there are some men that could do it—and I think Mr. Maffitt to be one of them—except as to the new system of gunnery. I look upon my Coast Survey service as the most useful and efficient portion of my service to myself and the country.

The testimony of this witness is read over, and being correct, he retires.

Lieutenant Edward Lanier, United States Navy, is called on the part of Lieutenant Maffitt.

Q. 1. What is your rank in the Navy?

A. A lieutenant.

Q. 2. Are you acquainted with Lieut. J. N. Maffitt?

A. I am.

Q. 3. How long have you known him?

A. I have known him for over twenty years.

Q. 4. Have you served with Lieut. J. N. Maffitt; if yea, state when and where, and what was his rank?

A. We served together in the *Vandalia,* in 1838 and 1839, as acting masters and acting lieutenants—we were a year together. We were in the same squadron in 1833 as midshipmen, on board of different ships.

Q. 5. Was Lieutenant Maffitt an efficient officer at the period to which you allude, and did he not perform effectively all the duties of a lieutenant and sailing master?

A. He was one of the most efficient officers I have ever seen, and performed the duties of master and watch officer efficiently.

Q. 6. From your acquaintance with the professional efficiency of Lieutenant Maffitt when serving with him, and your knowledge of the active sea service that he has constantly seen in the survey of the coast of the United States for the last fourteen years, would you now consider him an efficient officer, for all the duties of a lieutenant in the Navy?

A. Most certainly I would.

Q. 7. Have you not known a lieutenant to be *entirely absent* from the *sea* some fourteen or fifteen years, and assume the duties of first lieutenant as the ship was leaving port, and promptly and efficiently perform all the responsible duties of first lieutenant?

A. I don't remember any such instance.

Q. 8. Do you consider Lieutenant Maffitt morally, mentally, physically, and professionally, fully competent for the active list of the Navy?

A. I consider him eminently fitted for it.

Cross-examined by the judge-advocate:

Q. 1. Have you ever performed the duties of first lieutenant of a frigate?

A. I have of the steam frigate *Mississippi.*

Q. 2. Do you as a naval officer believe that a person who has never seen any service on board a man-of-war for over fourteen years, is competent to discharge the multifarious and responsible duties of the first lieutenant of a frigate or a line-of-battle ship?

A. I believe he is competent to perform the duties of the first lieutenant of a frigate or a line-of-battle ship if he has competently performed the duties of a lieutenant previous to his promotion. I believe this to be Mr. Maffitt's case—some men might not.

Q. 3. Are there any duties of a first lieutenant on board a first-rate man-of-war that requires careful practice to enable an officer to become conversant with them?

A. Yes, there are; but I think that he acquires them as a midshipman, passed midshipman, master, and as lieutenant.

Q. 4. Then you think, by a priority of reasoning, that an officer who has passed to the grade of master and lieutenant is competent at once to command a squadron?

A. No, sir.

Q. 5. Is an officer of average abilities, who reached the position of first lieutenant, competent to command a squadron?

A. He might or might not be.

Examination-in-chief resumed:

Q. 1. From the changes that are yearly made in gunnery, do you think that all the lieutenants of the Navy are constantly efficient in the practice of that branch of naval duty? And from your knowledge of my habits, do you not think that I am progressive—at least so far as theory goes—which from my past service, would enable me to put in practice that which I have learned?

A. All lieutenants are not constantly efficient, in consequence of the frequent changes. I consider Mr. Maffitt progressive, and I think that he could put in practice what he has theoretically learned.

By the court:

Q. Do you believe that Mr. Maffitt could assume the duties of a first lieutenant, and watch, quarter, station the crew and discipline them effectively?

A. Yes, sir.

Examination-in-chief resumed.

Q. 1. Do you believe that an officer, who has seen eight years' sea service in the line of his profession, and for several years has performed all the duties of lieutenant and sailing master, can, while in command of a sea-going Coast Survey vessel, with naval officers and naval men under his command, forget his legitimate profession, or become inefficient for the duties of a lieutenant on the active list?

A. I don't think he could—I am sure that Mr. Maffitt could not.

Q. 2. Please state what service Mr. Maffitt has performed on board a man-of-war since he has been promoted to a lieutenant.

A. I don't know of his having performed any service since, on board a man-of-war.

The testimony of this witness is read over, and being correct, he retires.

Lieut. Jas. H. Moore, U. S. N., a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined by Mr. Maffitt as follows:

Q. 1. What is your rank in the Navy?

A. A lieutenant.

Q. 2. Are you acquainted with Lieutenant Maffitt?

A. I am.

Q. 3. How long have you known him?

A. I have known him nineteen years.

Q. 4. Have you served with Lieutenant Maffitt; if yea, state when and where, and what was his rank?

A. I have been under his command for the last five months on the Coast Survey schooner *Crawford.*

Q. 5. Was Lieutenant Maffitt an efficient officer, at the period to which you allude?

A. Perfectly so.

Q. 6. From your acquaintance with the professional efficiency of Lieutenant Maffitt, when serving with him, and your knowledge of the active sea service that he has constantly seen on the survey of the coast of the United States, for the last fourteen years, would you now consider him an efficient officer, for all the duties of a lieutenant in the Navy?

A. I do.

Q. 7. Do you consider Lieutenant Maffitt morally, mentally, physically, and professionally, fully competent for the active list of the Navy?

A. I do consider him fully competent.

Q. 8. Are you conversant with the system of government and discipline usual to vessels in the Coast Survey, officered and manned, as they are, from the Navy?

A. Yes.

Q. 9. Are not the customs, system of government, maneuvers on board such vessels, similar in all respects to those on board vessels in the regular service?

A. They are very similar in all respects, except as to the exercise of guns, etc.

Q. 10. Is not Lieutenant Maffitt, as lieutenant commanding a Coast Survey vessel, entirely associated with naval officers, commanding both them and a naval crew—and is he not in the habit of frequently falling in with men-of-war and associating with both officers and ships—which association is well calculated to improve his knowledge of the naval profession?

A. He is.

The testimony of this witness is read over, and being correct, he is discharged.

Lieut. J. R. M. Mullany, U. S. N., a witness on the part of Lieutenant Maffitt, is called, and being sworn, is examined as follows:

Q. 1. What is your rank in the Navy?

A. A lieutenant.

Q. 2. Are you acquainted with Lieut. J. N. Maffitt?

A. I am.

Q. 3. How long have you known him?

A. I have known him since 1836.

Q. 4. Have you served with Lieutenant Maffitt; if yea, state when and where, and what was his rank?

A. I served with him in the same squadron, a portion of 1836, and all of 1837, and on board the *Shark* from December, 1837, to March, 1838.

Q. 5. Was Lieutenant Maffitt an efficient officer at the period to which you allude?

A. He was.

Q. 6. Was not Lieutenant Maffitt at all times active and efficient in the performance of his duties, and prompt in emergencies?

A. Particularly so; he displayed great aptitude for his profession.

Q. 7. Do you remember any instance wherein Lieutenant Maffitt's energies as an officer were called into question; if so, please state them?

A. In one case of difficulty which occurred on board the *Shark* among the crew, in consequence of their drinking liquor while

breaking out the spirit-room, Lieutenant Maffitt displayed great activity and energy on that occasion in quelling the difficulty, by going among them, and assisting to secure the ring-leaders.

Q. 8. From your acquaintance with the professional efficiency of Lieutenant Maffitt when serving with him, and your knowledge of the active sea service that he has constantly seen in the survey of the coast of the United States for the last fourteen years—would you now consider him an efficient officer for all the duties of a lieutenant in the Navy?

A. Taking into consideration Mr. Maffitt's intelligence and aptitude in his profession, I do consider him competent to perform the duties of a lieutenant.

Q. 9. Do you consider Lieutenant Maffitt morally, mentally, physically, and professionally, fully competent for the active list of the Navy?

A. I do.

Q. 10. Are you conversant with the system of government and discipline usual to vessels in the Coast Survey, officered and manned as they are from the Navy?

A. I am. I served for little over two years on the Coast Survey, on board the brig *Washington.*

Q. 11. Are not the customs, system of government, maneuvers, etc., on board such vessels similar in all respects to those on board vessels in the regular service, save and excepted in the use of a battery, and are they not calculated to keep an active and intelligent officer conversant with his legitimate profession?

A. They are the same in most respects, and calculated to keep an officer, who felt disposed to pay proper attention, conversant with his legitimate profession; it might not be the case with a careless officer, but I think it would be with Mr. Maffitt.

The testimony of this witness is read over, and being correct, he retired.

Tuesday, 7th July, 1857,
10½ o'clock A. M.

The court met pursuant to adjournment—all the members and the judge-advocate present.

J. N. Maffitt in attendance. The record of yesterday's proceedings is read over and approved.

Lieutenant Maffitt here offers in evidence the following orders from the Navy Department, and letter from himself to the Secretary of the Navy:

U. S. SURVEYING SCHR. "GALLATIN,"
NEWPORT, R. I., May 18, 1846.

SIR: I have the honor to request orders to the squadron employed off the coast of Mexico.

Very respectfully, your ob't serv't,
J. N. MAFFITT, Lt. U. S. Navy.

To the Hon. GEO. BANCROFT,
Secretary of the Navy, Washington.

NAVY DEPARTMENT,
February 8, 1848.

SIR: You are hereby appointed to the command of the U. S. Surveying Schooner *Gallatin*, attached to the Coast Survey, and you will report for duty accordingly.

I am respectfully, your ob't serv't,
J. Y. MASON.

Lieut. J. N. MAFFITT, U. S. Navy,
Washington, D. C.

NAVY DEPARTMENT,
October 13, 1855.

SIR: In consideration of the very cogent reasons suggested by the Superintendent of the Coast Survey, and presented by the Secretary of the Treasury, I have deemed it proper to order you to resume your command of the Coast Survey Schooner *Crawford*. You will report by letter to the Secretary of the Treasury for the command accordingly.

I am respectfully, your ob't serv't,
J. C. DOBBIN.

Lieut. J. N. MAFFITT, U. S. Navy,
New York.

Commander Arthur Sinclair, U. S. Navy, a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined by Lieutenant Maffitt as follows:

Q. 1. What is your rank?

A. A commander.

Q. 2. Are you acquainted with Lieutenant Maffitt; if so, how long have you known him?

A. I have known him since 1839.

Q. 3. Have you ever served with him; if so, when, where and how long?

A. On board the Frigate *Macedonian*, in 1839 and 1840, for a period of about fifteen or sixteen months. I was a lieutenant, and

he was a passed midshipman and acting master, and doing duty occasionally as a lieutenant.

Q. 4. From your personal knowledge of Lieutenant Maffitt, do you consider him mentally, morally, physically, and professionally, fit for the active list of the Navy?

A. Up to the termination of my service with him, I considered him as a remarkably intelligent and efficient officer, both as a navigator and a deck officer. Since then, I have not met him. Mentally, morally, so far as my knowledge extends, and physically, I consider him qualified.

Cross-examined by judge-advocate:

Q. 1. As a naval officer, do you believe that an officer who has seen no other service as a lieutenant, than occasionally doing that duty as a passed-midshipman, and who, since that period, has not served on board a man-of-war, nearly sixteen years, is competent to all the duties of a first lieutenant of a frigate?

A. Unless he is an extraordinary man, I should certainly say he would lose ground; but I cannot say he would be inefficient.

The testimony of this witness being correct, as read over, he is discharged.

Lieut. J. R. M. Mullany, a witness for Lieutenant Maffitt, who was examined yesterday, appears and desires to make the following explanation:

In speaking, in my testimony yesterday, of the difficulty on board the *Shark*, I don't think I expressed myself sufficiently strong. It was a very serious difficulty—so much so, that the vessel was in possession of the crew at one moment, and it was owing to the prompt interposition of Lieutenant Maffitt and others, that the difficulty was quelled so quickly. On another occasion it was well understood—

Here the judge-advocate admonished the witness that he could not speak of what he did not personally know.

Q. 1 (by the judge-advocate). Who commanded the *Shark* on the occasion you refer to?

A. Commander George Pearson. As soon as he was called, he came promptly on deck and assisted in putting down the disturbance.

Q. 2. Were not all the officers prompt to their duty on this occasion?

A. Yes—Mr. Maffitt being on deck at the time, naturally went forward more promptly. I don't mean to convey the idea that there was a mutiny, but that the men were ungovernably drunk,

and had possession of the vessel for a moment, and Mr. Maffitt was mainly instrumental in quelling it. He was a midshipman.

Q. 3. Please state who were the commissioned officers of the vessel?

A. Lieutenant Colhoun, Lieut. B. T. Totten. The master was W. H. Robinson.

The testimony of this witness is read over, and being correct, he is discharged.

Lieut. Tunis A. M. Craven, U. S. Navy, a witness on the part of Lieutenant Maffitt, being called, is sworn by the president, and examined as follows:

Q. 1. Have you ever served with Lieutenant Maffitt?

A. I have many years ago, as a midshipman on board the *St. Louis,* in 1833 and 1834, for about fifteen months.

Q. 2. Was Lieutenant Maffitt an efficient officer at the period to which you refer?

A. He was, very.

Q. 3. From your acquaintance with the professional efficiency of Lieutenant Maffitt, when serving with him, and your knowledge of the active sea service that he has seen in the survey of the coast of the United States for the last fourteen years, would you now consider him an efficient officer for all the duties of a lieutenant?

A. From my acquaintance and knowledge of Lieutenant Maffitt, I consider him qualified to perform any duty in the Navy in his proper line.

The testimony of this witness is read over, and being correct, he is discharged.

Lieut. C. R. P. Rogers, U. S. Navy, a witness on the part of Lieutenant Maffitt, is called, and having been sworn by the president, is examined by Lieutenant Maffitt as follows:

Q. 1. Are you acquainted with Lieutenant Maffitt; if yea, where have you known him and under what circumstances?

A. I have known him since 1840. I was serving in the Gulf, and I met him on board the *Macedonian* from time to time. In 1845 I was attached to the same party on the Coast Survey to which he belonged, where I served with him for two or three years, between 1845 and 1850.

Q. 2. What is your opinion of Lieutenant Maffitt, mentally, morally, physically, and professionally?

A. I have the most exalted opinion of his merits and worth, in all these respects.

Q. 3. Do you think Lieutenant Maffitt fit for the active list of the Navy?

A. I do.

Q. 4. Do you think Lieutenant Maffitt has been impaired in his efficiency for the Navy by his long continuance on the Coast Survey?

A. I think it probable. I think that active service in the Navy on foreign stations, might have developed a higher degree of merit. But at the same time I think him quite fit for any naval service he might be called on to perform afloat or ashore.

Q. 5. From your knowledge derived from your association, officially and otherwise, with Lieutenant Maffitt, would you consider him an efficient officer for all the duties of a lieutenant, provided he has seen constant active sea service on the Coast Survey for fourteen years past?

A. I do consider him qualified for every duty in the Navy.

Q. 6. Are you acquainted with the character of the service Lieutenant Maffitt has to your knowledge performed; if so, state that service, and its usefulness to a naval officer?

A. I am acquainted generally with the service he has performed. During the winter months on the southern coast of the United States, I consider this service, much of which is outside upon the ocean, calculated to develop habits of self-reliance and the highest qualities of a seaman. The coast is stormy and inhospitable.

Cross-examined by judge-advocate:

Q. Upon what duty are you now engaged?

A. I am in command of the surveying steamer *Bibb,* having joined the Coast Survey on my return from the coast of Africa two years ago.

The testimony of this witness is read over, and being correct, he is discharged.

Lieut. Washington Gwathmy, U. S. Navy, a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined as follows by Lieutenant Maffitt:

Q. 1. Have you ever served with Lieutenant Maffitt; if yea, when and where?

A. I served with him on board the *Woodbury* a few days in 1838, and on board the *Macedonian* in 1839 and 1840 about two or three months. I was a passed-midshipman; he was a passed-midshipman on board the *Woodbury,* and acting master on board the *Macedonian.* From 1838 to 1840 we were in the same squadron.

Q. 2. Was Lieutenant Maffitt an efficient officer at the period to which you refer?

A. I considered him very efficient.

Q. 3. Do you consider Lieutenant Maffitt morally, mentally, physically, and professionally, fully competent for the active list of the Navy?

A. Perfectly.

The testimony of this witness is read over, and being correct, he is discharged.

Capt. Henry B. Tyler, U. S. M. Corps, a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined as follows:

Q. 1. What rank do you hold in the Navy?

A. Captain of Marines.

Q. 2. Do you know Lieutenant Maffitt; if yea, state when and under what circumstances?

A. I knew him on board the *Macedonian*, I think in 1839, about ten months; he was acting master, and I lieutenant of Marines.

Q. 3. What was your judgment of his mental, moral, and physical ability, and what was his general reputation for efficiency as an officer?

A. He was qualified in every respect for the duties of an officer in the Navy—I will add, eminently so. His general reputation for efficiency was excellent.

The testimony of this witness is read over, and being correct, he retired.

Purser Edward T. Dunn, U. S. N., a witness on the part of Mr. Maffitt, is called, and being sworn by the president, is examined as follows by Lieutenant Maffitt:

Q. 1. Have you ever served with Lieutenant Maffitt; if so, when and where?

A. I served with him on board the *Macedonian* in 1840, 1841, and 1842. He was acting master, and I think he was an acting lieutenant during the latter part of the cruise, and I was purser on board.

Q. 2. What, in your judgment, was his mental, moral, and physical fitness for the naval service, and as far as your experience and judgment go, what was his professional competency?

A. I consider him particularly fitted under the first three heads—no officer stood higher on board the ship. Professionally, I considered him competent.

The testimony of this witness is read over, and being correct, he retires.

Capt. Samuel Mercer, U. S. N., a witness on the part of the Government, is sworn by the president, and examined.

Q. 1. How long have you been in the naval service of the United States?

A. Forty-two years.

Q. As a naval officer, do you believe an officer is competent to the discharge of all the duties of a first lieutenant of a frigate, who has seen no duty as a lieutenant except occasionally acting as such for a short period as a passed midshipman, and who has not served on board a man-of-war in the grade of lieutenant, or in any other capacity, for nearly fourteen years?

A. I should certainly think he was not.

Question by the court:

Could you, as captain of a ship, place full reliance upon Mr. Maffitt, with his present experience, if ordered as your first lieutenant, to organize, station, and discipline the crew, and take charge of the deck in time of danger, or in critical circumstances?

A. I could not.

Cross-examined by Lieutenant Maffitt:

Q. 1. Are you personally acquainted with the professional capacity of Lieutenant Maffitt, and the exact nature of the service he has performed for the last fourteen years?

A. I have a pretty good running knowledge; I have no personal knowledge of it.

Q. 2. Have you ever served in any capacity on the Coast Survey?

A. I have never under its present organization. As a midshipman in 1816 I performed some surveying service.

Q. 3. Have you any knowledge of the routine of duty on board of vessels on the Coast Survey?

A. I have not.

Q. 4. Do you think that prolonged leave of absence, or employment on special service, unfits any capable officer to resume the usual duties of sea service?

A. No, not any *capable* officer. He may become a little rusty.

Q. 5. What length of time has elapsed at any time between your own orders for sea service?

A. Probably three or four years. I was promoted as lieutenant in 1825. I was suffering then from inflammation of the eyes, that prevented my going to sea. Early in 1826 I went to sea as a lieutenant for the first time, and was compelled to return in consequence of the bad state of my eyes. I was not able to go to sea for five or six years, my eyes being still inflamed. When going to

sea after this long sojourn on shore, I found that I was much at a loss to perform my duty as a lieutenant, for some time. Since that time, 1833, I have been going to sea pretty constantly.

Q. 6. Have you had under your command, at any time, officers who had seen service on the Coast Survey; and if so, have you observed any deficiency on the part of these officers?

A. I can't remember any officer just now except George M. Totten. I think he had been on the Coast Survey—I don't know how long. He was an efficient officer.

Examination-in-chief resumed:

Q. You say that prolonged leave of absence or employment on special duty does not unfit a *capable* officer to resume usual sea duties? Please state whether you believe an officer can become capable to the complicated duties of a first lieutenant of a frigate, who has seen no other service on board a man-of-war than as a passed-midshipman, and for a short period as acting master and acting lieutenant?

A. I should think not.

The testimony of this witness is read over, and being correct, he retires.

Com. John S. Nicholas, U. S. Navy, a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined by Lieutenant Maffitt as follows:

Q. 1. What is your rank in the Navy, and how long have you been in the service?

A. A commander. I have been in the Navy forty-two years.

Q. 2. Do you know Lieutenant Maffitt?

A. I have known him since December, 1838.

Q. 3. Do you think him morally, mentally, physically, and professionally, fit for the active list of the Navy?

A. As far as my knowledge goes, I should say he *was*, decidedly.

Q. 4. Do you think that an observing and intelligent officer, who has performed for years the duties of sailing master and acting lieutenant, can, if continuously at sea for fourteen years, part of the time as executive officer, and part as commander of a Government vessel, with naval officers and naval men, and naval customs for the guidance of discipline—become inefficient for all the duties of a lieutenant?

A. No, I think not.

Q. 5. Will not constant connection with the sea and seamen, perfect an officer with knowledge of the character of men, and keep active those peculiar qualifications so essential for the effective discharge of the duties of a lieutenant?

A. I should say, decidedly, yes.

Q. 6. Do you think an officer who commands a Coast Survey vessel, and performs the duty incidental to off-shore soundings during the winter season, can become inefficient as an officer of the Navy?

A. I think an officer commanding a surveying schooner would be in a school that would certainly make him a good seaman, provided he is a person of ordinary intelligence, if his employment was continuous on our coast in the winter months. It would be about the best school that could be.

Q. 7. State your opinion as to the effect of sea service on the Coast Survey upon an active, intelligent officer.

A. I don't know anything about the Coast Survey. The opinion I expressed in my last answer is predicated simply upon the hypothesis of a person being kept constantly employed in a small vessel on the coast of America.

Q. 8. From your knowledge of Lieutenant Maffitt personally, do you consider him an officer of intelligence and aptitude for the naval profession?

A. My acquaintance professionally with Lieutenant Maffitt is very slight. He was for a few days attached to the schooner *Woodbury*, under my command, but didn't go to sea with me. He was transferred from her to the *Vandalia*, where he became an acting lieutenant. I met her frequently. The estimate I formed of his character was, that he was an exceedingly capable, active, and intelligent young officer. I have never been on service with him since.

Q. 9. Would you feel any hesitation in having me ordered as first lieutenant to a frigate, or line-of-battle ship, commanded by you?

A. I would not.

The testimony of this witness is read over, and being correct, he is discharged.

Mr. A. C. Rhind,* late of the Navy, a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined by Lieutenant Maffitt, as follows:

Q. 1. Are you acquainted with Lieutenant Maffitt; if so, state when and under what circumstances?

A. I am acquainted with him, and have known him for the last seven years or more, intimately. I served under his command in various vessels for about four years.

Q. 2. What is your opinion of Lieutenant Maffitt, mentally, morally, physically, and professionally?

*Afterward a rear-admiral, U. S. Navy.

A. My opinion of Lieutenant Maffitt, derived from intimate social and official intercourse, is that he is thoroughly competent in all respects to perform any duty appertaining to his profession. Morally, he is irreproachable; mentally, he has few superiors that I have met with in the service; professionally, the same, and physically, I know of nothing that impairs his efficiency in the slightest degree.

Q. 3. From your acquaintance with the professional efficiency of Lieutenant Maffitt, when serving with him, and your knowledge of the active sea service that he has constantly seen in the survey of the coast of the United States for the last fourteen years, would you now consider him an efficient officer for all the duties of a lieutenant in the Navy?

A. Unquestionably.

The testimony of this witness is read over, and being correct, he retires.

Whereupon the court adjourns to meet to-morrow at 10½ o'clock A. M.

Wednesday, July 8, 1857.
10½ o'clock A. M.

The court met pursuant to adjournment—all the members and the judge-advocate are present.

The record of yesterday's proceedings is read over.

The judge-advocate here read in behalf of Lieutenant Maffitt, the following letter from the Navy Department, and the several depositions which follow:

NAVY DEPARTMENT,
December 10, 1855.

SIR: Your letter of the 30th ult. has been received. In reply to your interrogatory, I have to say that there is nothing on the records, as I am advised from the examination made, affecting your character as an officer or a gentleman.

It is, perhaps, due to you also to inform you that the Department has received recently, from the Chamber of Commerce of Charleston, copies of complimentary resolutions in regard to yourself.

(I send you a copy of the letter addressed to the Department by the president of the Chamber.)

I am respectfully, your ob't serv't,
J. C. DOBBIN.

Lieut. J. N. MAFFITT,
Com. C. Survey schr. *Crawford.*

CHARLESTON CHAMBER OF COMMERCE,
CHARLESTON, November 3, 1855.

To the HONORABLE THE SECRETARY OF THE NAVY.

SIR: In conformity with the instructions of the Charleston Chamber of Commerce, I have the honor of transmitting for your consideration the accompanying resolutions, passed at a meeting held on the 29th ult., in reference to the action of the Naval Retiring Board in the case of Lieut. J. N. Maffitt, attached to the Coast Survey. In performing this duty, it will not, I trust, be deemed out of place or improper to express the opinion that these proceedings represent the feelings and wishes of a very large portion of the citizens of Charleston. Many of us are personally cognizant of the unwearied zeal and fidelity with which Lieutenant Maffitt prosecuted the labors that were intrusted to him in our harbor, and our community feels grateful for the benefit to their commerce and navigation which has resulted from them.

While the Chamber does not wish to be understood as impugning the motives of the honorable gentlemen who constituted the Naval Retiring Board, in the case of Lieutenant Maffitt, we must be permitted to express, and respectfully claim the privilege of making known to you, the warm sympathy of the Chamber in his misfortune, and the regret that is felt that an officer so useful to his country and so full of promise, should be placed in a position to be deprived of all future advancement in the distinguished service to which he has, with so much zeal and activity, devoted his life.

In the hopes that the action of the Chamber will serve to strengthen the claims of Lieutenant Maffitt to your favorable consideration,

I have the honor to be, with the highest respect,
Your ob't serv't,
H. GOURDIN,
Presd't Charleston Chamber of Commerce.

I certify that the foregoing is a true copy from the records of this Department.

(Signed) CHARLES W. WELSH,
Chief Clerk.

Navy Department, July 6, 1857.

CHAMBER OF COMMERCE,
CHARLESTON, SOUTH CAROLINA.

At the quarterly meeting of the Chamber of Commerce, held October 29, 1855, the following preamble and resolutions were unanimously adopted:

"*Whereas,* the Board of Naval Officers recently convened at Washington, to pass upon the qualifications and efficiency of the officers of the Navy, have placed upon the retired or furloughed list Lieut. J. N. Maffitt, attached to the Coast Survey, thereby depriving the country of his services in an important sphere of duty, in which he has already a high reputation for ability and success;

"*And, whereas,* it is incumbent and proper that this Chamber, representing as it does the commercial interests of Charleston, which have been so greatly benefited by the labors of Lieut. J. N. Maffitt, should give expression to their sense of the estimation in which he is held, and of the detriment which his removal must occasion to the public service in which he has so greatly distinguished himself; therefore,

"*Resolved,* That the Charleston Chamber of Commerce has heard with great regret of the action of the Naval Board in retiring Lieut. J. N. Maffitt from active service; and can only attribute its action to a mistaken sense of duty on the part of its members, or to erroneous impressions of the ability and usefulness of Lieutenant Maffitt.

"*Resolved,* That Lieut. J. N. Maffitt, by his long, active, and arduous services on our coast and in our harbor, resulting in the discovery of an important avenue to the commerce and navigation of our city, has entitled him to the regard and gratitude of our community, while his personal qualities and deportment have made him friends of all with whom he has been brought into personal or professional intercourse.

"*Resolved,* That we tender to Lieutenant Maffitt the assurance of our undiminished confidence and respect, and indulge the hope that Congress will promptly restore him to the profession in which he has already secured so distinguished a position, by his attainments and services.

"*Resolved,* That these proceedings be published in the city papers, and that copies thereof be transmitted to the President of the United States, the Secretary of the Navy, the Secretary of the Treasury, and the Superintendent of the Coast Survey."

From the minutes.

V. J. TOBIAS,
Sec'y of Chamber of Commerce.

I certify that the foregoing is a true copy from the records of this Department.

CHARLES W. WELSH,
Chief Clerk.

July 6, 1857.

MOBILE, May 15, 1857.

Answers to interrogatories made in writing by Lieut. Comdg. J. N. Maffitt, U. S. N., to R. W. Shufeldt, late a lieutenant of the U. S. Navy, and attested by him before a justice of the peace for the city of Mobile, May 15, 1857:

Q. 1. Do you know Lieut. Comdg. J. N. Maffitt, and have you ever been associated with him on duty?

A. I do know, and have been associated with him.

Q. 2. State when and under what circumstances you served with Lieut. Comdg. J. N. Maffitt?

A. I served under him as lieutenant commanding the U. S. surveying schooner *Morris*, engaged on the survey of Nantucket So. Shoals, under the general superintendence of the then Lieut. Comdg. C. H. Davis, U. S. N., and subsequently he himself in charge of the party, for the survey of Charleston Harbor, South Carolina, and the adjacent coasts and harbors. I was under his command, I think, a year and more—during 1848, '49 and '50.

Q. 3. What was your opinion of his abilities and various qualifications as a lieutenant in the Navy?

A. My opinion of Lieutenant Maffitt as an officer was always the same, both during my association with him and before and after, in casual but frequent intercourse. I regarded him as one of the rising men of the service—in every respect, in my opinion, a thorough naval officer.

Q. 4. What was his reputation at the time of your service with him?

A. His reputation as an officer was, as far as I ever knew, unblemished—as a hydrographer, in my opinion, deservedly high.

Q. 5. Was Lieut. Comdg. J. N. Maffitt zealous in the performance of his duties—mindful of the Government interest, and acceptable as an associate?

A. He was *particularly* zealous in the performance of the duty upon which we were engaged—evinced a constant and watchful economy in the expenditure of the Government money and time. As an associate, I can only say that I remember, as one of the brightest episodes of my naval life, the period I served on board the U. S. surveying schooner *Morris*, Lieut. Comdg. J. N. Maffitt.

(Signed) R. W. SHUFELDT,
Late Lieutenant, U. S. Navy.

Subscribed and sworn to before me this May 18, 1857.

(Signed) WILLIAM BROOKS,
Justice Peace, M. A.

Agreed to be received in evidence.

(Signed) J. M. CARLISLE,
Judge-Advocate.

U. S. STEAM FRIGATE "NIAGARA,"
NEW YORK HARB., April 22, 1857.

Lieut. J. N. MAFFITT.

DEAR SIR: I send you the following replies to the questions, copied below, according to your request:

Q. 1. How long have you known J. N. Maffitt, and have you sailed under his command?

A. I have been intimately connected with J. N. Maffitt for the last four years—two of which I was under his immediate command in Coast Survey vessels, a steamer and schooner.

Q. 2. What is his character for efficiency in all respects for his profession, mentally, morally, physically, and professionally?

A. I have sailed with J. N. M. under some very trying circumstances to a sailor, in all of which he displayed ready professional ability, and all the requisites of a good officer. I consider his capabilities, under all the heads of the above question, of the highest order.

Q. 3. Has he not at all times during your association with him, displayed zeal, industry, and interest in his profession?

A. During our association together he has always displayed the most untiring zeal and industry in the discharge of all duties, combining with them a readiness to overcome obstacles which always insured success. He has always expressed interest and a becoming pride in the profession to which he belonged.

To all of the above, I am willing to make my affidavit, if called upon.

Respectfully,

(Signed) WM. D. WHITING,
Lieutenant, U. S. Navy.

Agreed to be received in evidence, Mr. Whiting being out of the country on duty.

(Signed) J. M. CARLISLE,
Judge-Advocate.

22d June, 1857.

AFFIDAVIT.

I the undersigned do certify as follows:

That I served with Lieut. J. N. Maffitt, U. S. N., from October, 1848, to December, 1849, and from June, 1852, to February, 1855,

most of which time I was under his immediate command and so closely associated with him as to have had a good opportunity to form a just estimate of his character and talents;

That I am firmly convinced that Lieutenant Maffitt is a worthy, able, and efficient officer, possessing rare energies, a peculiar tact in disciplining men, extensive information in his profession, and that he is fully capable and reliable in the discharge of all the duties appertaining to a lieutenant in the Navy, both ashore and afloat;

That I believe said Lieutenant Maffitt to be in all respects a pure and honorable gentleman.

(Signed) J. PEMBROKE JONES,
Lieutenant, U. S. Navy.

UNITED STATES CONSULATE, SPEZIA, SARDINIA,
April 28, 1857.

Be it remembered, that J. Pembroke Jones, Esquire, lieutenant of the U. S. Navy, personally appeared before me, Robert H. Leese, Consul of the United States, at Spezia, Sardinia, the day and year above written; being duly sworn according to law, declared the above to be his true and solemn affidavit. In testimony whereof, I have hereunto, this twenty-eighth day of April, one thousand eight hundred and fifty-seven

.....
:L. S.: Set my hand and seal of office.
.....

(Signed) ROBERT H. LEESE,
Consul.

Agreed to be received in evidence, Lieutenant Jones being on duty out of the country.

(Signed) J. M. CARLISLE,
Judge-Advocate in general charge, etc.

Washington, 22d June, 1857.

Questions proposed to B. G. Heriot, Esq., Acting Navy Agent, Charleston, S. C., by Lieut. J. N. Maffitt, U. S. N., with replies thereof:

Q. 1. What office do you fill under the Government?

A. I hold none under the Government. My father, Maj. B. D. Heriot, is the Navy Agent and Acting Purser at this post, and I act as his clerk.

Q. 2. Do you know Lieut. J. N. Maffitt? State how long and under what circumstances?

A. I know Lieutenant Maffitt—have known him since about the year 1849—he having been in command of different vessels engaged in the Coast Survey, and the accounts of the vessels being kept by my father as Acting Purser of this station, by order of the Navy Department.

Q. 3. From your personal knowledge of Lieut. J. N. Maffitt, what is your opinion of him as an officer and a gentleman?

A. From the duty I have had to perform in connection with the office, I have been thrown much into association with Lieutenant Maffitt, and the intercourse between us has always been marked, on the part of Lieutenant Maffitt, with the utmost kindness and good feeling. I have ever entertained toward him feelings of the highest esteem as an officer, and personal regard as a gentleman.

Q. 4. Have you not always found Lieut. J. N. Maffitt prompt and particular in discharge of duties connected with your office?

A. During the long personal intercourse in connection with the duties of the office, I have always found Lieutenant Maffitt prompt and particular in the discharge of his duties—so much so, as frequently to surprise me that a naval officer not educated as a business man should prove so efficient in the transaction of business not in the line of his profession.

(Signed) BENJ. G. HERIOT.

Sworn to, and subscribed before me this 30th day of June, 1857.

(Signed) EDWIN HERIOT,
Not. Pub., Charleston District.

Cross-examination waived.

(Signed) J. M. CARLISLE,
Judge-Advocate in general charge, etc.

The State of South Carolina, Charleston District:

OFFICE OF COMMON PLEAS AND GENERAL SESSIONS.

I, Daniel Horlbeck, clerk of said court, do hereby certify, that Edwin Heriot, whose genuine signature appears within, is, and was at the time of signing the same, notary public, duly authorized and qualified to administer oaths and take acknowledgments; that his attestation is in due form of law; that full faith and credit are to be given thereunto; that said court is a court of general record and jurisdiction, having a seal.

..... Witness my hand and seal of said court at Charles-
: L. S. : ton, this second day of July, A. D. 1857.
.....

(Signed) DAN'L HORLBECK,
C. G. S. and C. P.

Interrogatories propounded, and replied to, by Hon. E. C. Anderson, of Savannah, Georgia:

Q. 1. Were you ever an officer of the U. S. Navy; if yea, state when, and your term of service?

Reply. I was an officer of the U. S. Navy from November, 1833, to October, 1850, a period of over sixteen years.

Q. 2. Are you acquainted with Lieut. John N. Maffitt; if yea, state when, where, and under what circumstances?

Reply. I am acquainted with Lieut. John N. Maffitt, having served with him on board the *St. Louis,* on the West India Station, in 1833-34; afterward in the frigate *Constitution* in the Mediterranean, during the years 1835, '36 and '37. Subsequently we were associated together in the West India Squadron under Commo. W. B. Shubrick, in 1839, and again on the U. S. Coast Survey, up to my disconnection from the naval service.

Q. 3. Did you consider Lieutenant Maffitt adapted to the naval service, and an active and efficient officer?

Reply. I considered Lieutenant Maffitt as peculiarly adapted to the naval service, and an active, highly efficient officer.

Q. 4. Is Lieutenant Maffitt, from your personal knowledge and belief, morally, mentally, physically, and professionally, fitted for the active list of the Navy?

Reply. I believe Lieut. Jno. N. Maffitt to be morally, mentally, physically, and professionally, fitted for the active list of the Navy?

(Signed) EDW'D C. ANDERSON.

Personally appeared Edward C. Anderson, the above-named witness, to me well known, who, being duly sworn, deposeth and saith that the foregoing answers to the several interrogatories propounded are true to the best of his knowledge and belief.

Sworn to and subscribed before me at Savannah, Georgia, this June 16, 1857.

(Signed) GEORGE A. GORDON,
Notary Public, and U. S. Attorney for the District of Georgia.

The Judge-Advocate waives any cross-examination.

(Signed) J. M. CARLISLE,
Judge-Advocate, etc., etc.

Questions propounded to Prof. A. D. Bache, LL. D., Superintendent, U. S. Coast Survey:

Q. 1. What is your position under the Government, and how long have you occupied that position?

A. I am Superintendent of the U. S. Coast Survey, and have held that position since the death of F. R. Hassler, the first Superintendent, say since December, 1843.

Q. 2. Do you know Lieut. J. N. Maffitt, U. S. N.?

A. I know Lieut. J. N. Maffitt, U. S. N., very well.

Q. 3. How long, and in what capacities has he served in the work under your superintendence?

A. Lieut. Maffitt was attached to the Coast Survey when I took charge of it, serving in the hydrographic party of Lieut. Comdg. Geo. S. Blake, U. S. N. He afterward served in the hydrographic party of Lieut. Comdg. W. P. McArthur, U. S. N., then in that of Lieut. Comdg. Charles H. Davis, U. S. N. Was appointed chief of a hydrographic party February 8, 1848, and has since served in that capacity. He has usually, but not always, had charge of a separate vessel in these parties, when he was not chief. Has commanded sailing vessels and a steamer.

Q. 4. Have you had frequent, and personal opportunities of forming an estimate of his official and personal character?

A. I have had very frequent personal opportunities of forming an estimate of his official and personal character,—opportunities so frequent, so close, and extending over such a long period of time, that as far as I am capable of forming a judgment of a man's character, I know Mr. Maffitt's. My first acquaintance with him was entirely official, and I judged of him as a stranger to me.

Q. 5. State your opinion of his professional capacity, zeal, and efficiency, and your estimation of his character as an officer and a gentleman.

A. I hold his professional capacity and efficiency in the highest respect. As a surveying officer he has not been excelled by any one with whom I have come in contact, and has been equaled by few. The quantity and quality of his work are remarkable indeed. His vessel has always been a model of efficiency and neatness—his surveying expenditures always amongst the smallest—his work has been upon the most dangerous parts of the coast, and he has encountered the dangers without shrinking, and has always drawn his command out of them with great success. I append the copy of a letter,* showing one of these cases, and his mode of managing it.

The steamer *Legaré*, when in a most perilous condition in the Gulf Stream, was saved and brought into port, mainly by the

*The judge-advocate objects to this letter as being irrelevant.

energy, knowledge, and promptness of Lieutenant Commanding Maffitt, seconded by an excellent set of officers. The good discipline of his crew was shown under circumstances of severe trial.

His zeal has led him to work winter and summer, merely changing his locality, and he has succeeded in carrying on office work, and work afloat, at the same time, which is done by few officers,—requiring high executive capacity.

As Superintendent of the Coast Survey, I cannot speak too highly of the capacity, efficiency, and zeal of Lieutenant Maffitt.

His character as an officer and a gentleman stands with me among the first.

Q. 6. Has he not always displayed a promptness in the discharge of any duties entrusted to him?

A. My answer to this question is implied in that to the last, as I consider promptness in the discharge of duty one of the highest qualifications; but I reply directly to the question—that Lieutenant Maffitt has, on all occasions, shown great promptness in the execution of duty.

Q. 7. Has he ever shown any disposition, directly or indirectly, to evade any orders from either Department of the Government under which he serves?

A. I have no knowledge of any case of the sort. He has been distinguished upon the Coast Survey for willingness to work, without regard to season, place, nature of duty, character of vessel, or personal comfort.

I have upon my own responsibility, and from grounds of public duty, interfered to prevent his detachment from the Coast Survey, not at his own solicitation, but in consequence of my conviction of duty to the work. His qualifications for this work are so peculiar, that I should not have felt justified in doing otherwise.

The responsibility is mine, and not his, and the facts which I have stated on two or three different occasions to the Secretary of the Navy, have satisfied the head of the Department that Lieutenant Maffitt should be continued on the work.

It is easy to see that leaning upon an assistant as I have upon Lieutenant Maffitt, always cheerfully co-operating with me in the work, I should, upon grounds of public interest and utility, have been very loth to permit his removal if I could prevent it. He is not responsible for this. I did not act for the gratification of Lieutenant Maffitt, but for what I thought the interest of the branch of service under my charge.

Q. 8. Was he not an applicant for sea service in the line of his profession, and for orders to the seat of war early in 1847?

A. He was to my certain knowledge. I had a conversation with the Secretary of the Navy upon the subject, in which he agreed that as the war was not likely to be a maritime one, he would not be justified in acceding to this request at that time. The idea was to wait and see if it was necessary to sacrifice the interests of the Coast Survey before doing so.

Q. 9. Did he not reiterate the application and volunteer for the projected expedition of Lieut. Richard Bache to the seat of war?

A. Yes; and had that expedition come off, I understood that he was to be one of the officers to be accepted for it.

Q. 10. Has he not at other times evinced a desire to apply for orders, for the sea service of the line of the Navy?

A. At various times. I have found it necessary to urge Lieutenant Maffitt to remain upon the Coast Survey, when he evinced a disposition to leave it for other service. I thought him so peculiarly qualified for this work that it was the best interest of the Government that he should remain upon it.

Q. 11. Have you not had since filling the position you now occupy, numbers of naval officers of various grades of rank, serving on the work under your superintendence?

A. Quite a considerable number of officers have served upon the Coast Survey during the period of my superintendence.

Q. 12. Have you not had, consequently, favorable opportunity of forming opinions as to professional capacity and character?

A. Of the chiefs of hydrographic parties, I have had very favorable opportunities of forming opinions of professional capacity and character—less of course of the other officers.

Q. 13. From the opportunities afforded you by constant association with Lieut. J. N. Maffitt, state your opinion of his fitness for the naval service, morally, mentally, physically and professionally?

A. From the abundant opportunities which I have had by constant association with Lieutenant Maffitt, personally and officially, for more than ten years, he is to the best of my judgment eminently fitted for the naval service, mentally, morally, physically, and professionally.

(Signed) A. D. BACHE.

Sworn and subscribed, this 6th of July, 1857, before me, a justice of peace in and for Washington County, D. C.

(Signed) JOHN D. CLARK, J. P.

Cross-interrogatories by judge-advocate:

Q. 1. If you state your opinion of Lieutenant Maffitt's professional capacity, in answer to the 5th interrogatory in chief, be pleased to state what "profession" you refer to?

A. The naval profession.

Q. 2. If in answer to the foregoing interrogatory, you say you refer to his profession as a naval officer, be pleased to state if you were ever in the naval service; and, if not, in what manner and under what circumstances you became sufficiently acquainted with that profession to enable you to judge of his professional qualifications?

A. Though not in the naval service, I have been intimately associated with its officers, ashore and afloat, under a great variety of circumstances, from my boyhood until this day. Especially as Superintendent of the Coast Survey for the last thirteen years, and as a member of the temporary, and of the permanent Light-House Board, I have been in the closest relations, personal and official, with officers of various rank in our Navy, and have been a close observer of the qualities which give distinction to the profession.

I submit that it does not, as this question implies, require a man to be of a profession in order to judge of its members. The historian who assigns professional reputation to army and navy officers is neither a soldier nor a sailor. The Secretary of the Navy, who is the highest judge of naval efficiency, is a civilian. The captain who judges of the efficiency of his engineers is a naval officer, and not an engineer.

I have had the most ample opportunities of judging of the qualifications, as sailors, as disciplinarians, as navigators, as hydrographers, as men of courage, and coolness in danger, and firmness under trials—of very many naval officers under my direction.

In the case of Lieutenant Maffitt I have had the best possible opportunities of knowing his qualities in all these respects. Time and again, in seasons of difficulty, he has shown himself the accomplished sailor. His vessels have been remarkable for the efficiency of their discipline.

As a navigator and pilot on our coast he is not excelled. The amount, accuracy, and economy, of his work as a hydrographer have not been exceeded on the Coast Survey. His courage, coolness, and firmness, have been over and again tried, and found equal to every emergency.

Under Lieut. Comdg. Charles H. Davis he surveyed the dangerous region of the Nantucket Shoals, and Martin's Industry—which are amongst the most exposed parts of our coast.

My judgment of Lieutenant Maffitt's qualities as a naval officer was fully sustained by that of his commanding officer, Lieut. C. H. Davis, as expressed to me both privately and officially, by that admirable officer.

Q. 3. If to the 7th interrogatory in chief, you answer that Mr. Maffitt never evinced any disposition to evade any orders of the Department, be pleased to state if you mean to say, he never made application to the Navy Department to avoid its orders.

A. None that I am aware of.

Q. 4. If you answer the 8th, 9th, and 10th interrogatories-in-chief in the affirmative, please state how he applied, whether in writing, and to whom?

A. In writing to the Secretary of the Navy, Hon. George Bancroft. Through me, orally, to the same officer. (8th interrog.)

In writing and personally. (9th interrog.)

Q. 5. In reference to the 10th interrogatory, please state in what manner he evinced a desire for sea service in the line of the Navy?

A. He requested me to allow him to go with Commander Parker, which I declined. To go to the Gulf also. I considered him so valuable to the Coast Survey, that I objected to his leaving it unless he was peremptorily ordered. The Secretaries of the Navy to whom I have stated my positions, acquiesced in them, so that no other order was ever given detaching Lieutenant Maffitt from the Coast Survey. Among these I remember particularly, Mr. Mason, Mr. Preston, and Mr. Dobbin. The latter has expressed to me the opinion that Lieutenant Maffitt was, in the absence of special exigency, best serving his Government by remaining on the Coast Survey. This it should be remembered is one of the services required *by law* of the naval officer.

Q. 6. Please state any other fact or circumstance within your knowledge, touching the issue under investigation, as fully as if you were specially interrogated in reference thereto.

A. As my memory runs over Lieutenant Maffitt's career, under my superintendence (in obedience to the last interrogatory), I see in its general features, and particular details, everything to confirm the judgment of the late Secretary of the Navy, who restored him to command, and to stamp him as deserving the highest consideration of the court whom I have the honor to address, in a restoration to the full honors of the Naval profession.

(Signed) A. D. BACHE.

(Signed) C. H. WINDER,
Judge-Advocate.

Sworn and subscribed before me this 6th July, 1857.

(Signed) JOHN D. CLARK,
J. Peace.

Questions proposed to Commo. J. D. Wilkinson, U. S. Navy, by Lieut. J. N. Maffitt, U. S. N., to be submitted with replies to the Naval Court of Inquiry:

Q. 1. What is your rank in the Navy?

A. Captain.

Q. 2. Do you know Lieut. J. N. Maffitt; how long have you known him and under what circumstances?

A. I knew him in the latter part of '40 and first part of '42. He was the sailing master of the *Macedonian*, my flag-ship, and also acting lieutenant on board of that vessel.

Q. 3. When he was sailing master, and acting lieutenant on board the U. S. ship *Macedonian*, flag-ship of the Home Squadron in 1840, 1841 and 1842, what was your opinion of his abilities as an officer, and character as a gentleman?

A. I considered him a first-rate officer and gentleman.

Q. 4. From your knowledge of Lieut. J. N. Maffitt, do you consider him fitted for the active list of the Navy, mentally, morally, physically and professionally?

A. I do, perfectly so.

(Signed) J. WILKINSON,
Captain, U. S. N.

Agreed to be received in evidence.

J. M. CARLISLE,
Judge-Advocate.

Questions proposed to the Hon. J. C. Dobbin, late Secretary of the Navy:

Q. 1. Do you know Lieut. J. N. Maffitt?

Q. 2. What is your opinion of Lieut. J. N. Maffitt as an officer and a gentleman?

Q. 3. Did you not in August, 1856, express your determination to present his name to the President of the United States for nomination to the Senate, for restoration to the active list of the Navy?

State of North Carolina, Cumberland County:

The several answers of James C. Dobbin to the annexed interrogatories:

To the first interrogatory he answereth "yes."

To the second interrogatory answereth, and says, that he regards Lieut. J. N. Maffitt as an excellent and accomplished officer and a most estimable gentleman.

To the third interrogatory he answereth "yes."

(Signed) J. C. DOBBIN.

James C. Dobbin, being by me, a justice of the peace in and for the County of Cumberland, in the State of North Carolina, and ex-officio a commissioner of affidavits, duly sworn upon the Holy Evangelists of Almighty God, made oath that the above answers are true to the best of his knowledge and belief, and hath signed the same in my presence.

(Signed) J. C. DOBBIN.

Sworn and subscribed before me, this the 3d day of July, 1857.

(Signed) JOHN H. COOK, J. P.

Cross-examination waived.

J. M. CARLISLE,
Judge-Advocate in general charge.

Commo. J. H. Aulick, U. S. N., a witness on the part of Lieutenant Maffitt, is called, and being sworn by the president, is examined as follows:

Q. 1. Is it your opinion, as a naval officer, that Lieutenant Maffitt may be now fit for all the duties of his grade, he having seen about eight years' sea service on foreign stations, several years of which time he performed, efficiently, the duties of lieutenant and sailing master, and has for the last fourteen years been executive officer and in command of Government schooners on the coast of the United States, through all seasons of the year, commanding naval officers and naval men—and would you, as commander of a line-of-battle ship, have any objection to him as the first lieutenant of such a vessel?

A. I certainly would not object to him. I don't think his experience of eight years could easily be forgotten. I should think that if he is an intelligent man, as I understand he is, with that experience he would be competent to the discharge of any duty on board of a ship-of-war. I would remark that, after I had been only five years in the Navy, I was the first lieutenant of a brig-of-war, and served as such for two years.

The testimony of this witness is read over, and being correct, he is discharged.

Commo. Chas. S. McCauley, U. S. N., a witness in behalf of Lieutenant Maffitt, is called, and being sworn by the president, is examined by Lieutenant Maffitt, as follows:

Q. Is it your opinion, as a naval officer, that Lieutenant Maffitt may be now fit for all the duties of his grade,—he having seen about eight years' sea service on foreign stations, several years of which time, he performed efficiently the duties of lieutenant and sailing master, and has, for the last fifteen years been executive

officer, and in command of Government schooners on the coast of the United States, through all seasons of the year, commanding naval officers and naval men,—and would you, as commander of a line-of-battle ship, have any objection to him as first lieutenant of such a vessel?

A. I have no personal knowledge of Lieutenant Maffitt; but from his general reputation, I answer to the first part of the question, that he is fit. I should have no objection to his being my first lieutenant, under any circumstances.

Cross-examination by judge-advocate:

Do you, as a captain in the Navy, believe that an officer who has only seen occasional duty as an acting lieutenant in the grade of passed midshipman, and who has never been on board a man-of-war as a lieutenant, or in any other capacity, for nearly fourteen years, is capable of going on board of a line-of-battle ship, and efficiently and properly station and discipline a crew, and fully prepare that ship to encounter an enemy of like force; and would you, as a captain in the Navy, be willing to take such an officer as your first lieutenant, with an assurance that you were to meet an enemy in battle?

A. I don't think that an officer who has served a regular apprenticeship on board a man-of-war, for seven or eight years, and who has gone on board a surveying vessel, can become disqualified for the naval service—on the contrary, I think it is a better school than a man-of-war, in some particulars. In these vessels he is always on the coast, and on board a man-of-war he goes out to sea, where there is nothing but the weather to watch. Whereas, on the coast, you have to be on the constant alert for rocks, shoals, and the land—besides that the danger of collisions is increased, and the officer has to exercise a constant vigilance. I would be willing to take such a man as my first lieutenant under the circumstances described in the question. What I mean to say is, that an officer serving on the Coast Survey is not disqualified for the Navy, unless he abandons the Navy altogether. They must have some one to do that duty, and I believe they always take the best officers for it.

The testimony of this witness is read over, and being correct, he retires.

Lieut. C. R. P. Rogers, U. S. Navy, a witness sworn yesterday and examined in behalf of Lieutenant Maffitt, is recalled, and further examined by Lieutenant Maffitt as follows:

Q. 1. When you were associated with Lieutenant Maffitt, was he not part of the time first lieutenant, and a greater part of the period in command of vessels?

A. He was both lieutenant and commander of vessels in the party to which I belonged.

Q. 2. What was the condition of the vessels, and what the state of discipline?

A. The condition of the vessels was very creditable. They were handled with skill, and in a manner which would have been considered creditable on any station. The men were treated with kindness and a great amount of work was obtained from them.

Q. 3. Did Lieutenant Maffitt exhibit any particular tact in the various duties belonging to his position, and ability in the command of men?

A. I think he was very remarkable for tact in every duty that was assigned him. I think he had a great talent for commanding men. He was always solicitous, not only for their comfort, but their amusement—at the same time very rigid and invariable in exacting a very strict performance of their duty.

Q. 4. From your long acquaintance with Lieutenant Maffitt, what estimate have you formed of his character as an officer and a gentleman?

A. I think him a very valuable officer. He has been my intimate friend and correspondent for many years, and our whole intercourse has inspired me with respect and affection.

Q. 5. How long have you been in the Navy, and what length of time have you served on board of ships of war?

A. I have been in the service between twenty-three and twenty-four years. I have seen between seventeen and eighteen years' sea service, and between fourteen and fifteen years on board of vessels of war, not Coast Survey vessels—as nearly as I can remember.

Q. 6. If Lieutenant Maffitt were appointed first lieutenant of a line-of-battle ship to-morrow, do you think he would be enabled to perform all the duties of that station?

A. I know of no officer of the Navy—no lieutenant, I mean—who would better perform the duties of the first lieutenant of a line-of-battle ship. He has a rare, natural adaptation to the duties of the naval profession. I know him to be a skilful seaman—to have great tact in managing officers and men—to possess unusually quick intelligence—and has always manifested great interest in those branches of his profession, not in use in the Coast Survey.

Cross-examined by the judge-advocate:

Q. 1. Have there been any improvements and progress in the naval profession for sixteen years?

A. There have been great improvements for the past sixteen years.

Q. 2. Are any of those improvements of a character to require a practical connection with them, to enable an officer to understand them, so that he can apply them properly and effectively?

A. I think there are, to a certain degree.

Q. 3. Are they of sufficient importance to render it indispensable that an officer should not only have a theoretical knowledge of them, but that he should have such a practical experience in regard to them, as to enable him to apply them most effectively to their legitimate use?

A. The greatest changes of which I am aware, are those arising from the new methods of governing men, and from the introduction of new kinds of ordnance. A practical knowledge is highly desirable, but not absolutely necessary, more especially in matters of ordnance. Knowledge of ordnance is, in a great measure, drawn from books, which any intelligent man may acquire.

Q. 4. You do not, then, deem it absolutely necessary that a naval officer, to keep up with the advance of his profession, should practically observe, and use the improvements in actual service?

A. I think that he should practically observe these improvements. Much of this knowledge may be drawn from books and conversation, without service on board ship. I think a knowledge of ordnance is, in a great measure, to be drawn from books, and from conversation with experts. I think that a man with a naval education would readily adapt himself to these improvements. I think service in ships of war useful and important, but I do not think that an intelligent officer, on joining a ship, after being on shore for some time, finds any difficulty in adapting himself to any improvements he may find introduced since his last service afloat.

Examination-in-chief resumed.

Q. Do you think that the practical knowledge of gunnery, and the changes under the present system, are familiar to all the lieutenants; and would they not, as a general thing, have to prepare themselves in that respect, after being ordered to a ship, while teaching the men their duties?

A. Some changes in the armament of ships are very recent. I think there are lieutenants in the Navy who would be obliged to seek information in regard to this new armament, in reference to its use and control.

The testimony of this witness is read over, and being correct, he is discharged.

Commo. S. H. Stringham, U. S. Navy, a witness on the part of the Government, is called, and being sworn, is examined by the judge-advocate as follows:

Q. 1. What rank do you hold in the Navy, and how long have you been in the service?

A. I am a captain, and have been in the service forty-seven years.

Q. 2. From your knowledge and experience as a naval officer, do you believe that an officer who has seen no other service on board a man-of-war as a lieutenant than occasionally acting as such, while in the grade of passed midshipman, and who has not been to sea on board a man-of-war, in any capacity, for nearly fourteen years—is competent to all the duties of a lieutenant, particularly those of first lieutenant of a frigate?

A. I don't believe that any man, in any profession, who leaves that profession for sixteen years, and then returns to it, is as competent as if he had continued its practice. I believe a man who has been engaged in surveying for sixteen years is a better surveyor at the end of that time than he was at the beginning. It is clear to me that unless a man continues in the practice of his profession he must necessarily lose, in some degree, his knowledge of it.

Q. 3. Would you be willing to take, as your first lieutenant of a frigate, on service of exigency, a person described in the next foregoing question?

A. I am like other captains in the Navy. They prefer officers of experience. I would select an officer of experience.

Cross-examined by Lieutenant Maffitt:

Q. Is it your opinion, as a naval officer, that Lieutenant Maffitt may now be fit for all the duties of his grade, he having seen about eight years' sea service on foreign stations, several years of which time he performed, efficiently, the duties of lieutenant and sailing master—and having for the last fifteen years been executive officer, and in command of Government schooners on the coast of the United States through all seasons of the year, commanding naval officers and naval men?

A. I have no doubt, as he passed his examination, he was competent to the duties of a lieutenant; and if he has constantly been to sea he may still be so. But he would certainly be more competent had he seen sea service on board a man-of-war.

The testimony of this witness is read over, and being correct, he is discharged.

Commo. Isaac Mayo, U. S. N., a witness in behalf of Lieutenant Maffitt, is called, and being sworn by the president, is examined as follows, by Mr. Maffitt:

Q. 1. What is your rank, and how long have you been in the service?

A. I am a captain, and have been in the service forty-eight years.

Q. 2. Is it your opinion as a naval officer, that Lieutenant Maffitt may be now fit for all the duties of his grade—he having seen about eight years' sea service on foreign stations, part of which time he performed efficiently the duties of acting lieutenant, and sailing master, and has for the last fourteen years been executive officer, and in command of Government schooners on the coast of the United States, through all seasons of the year, commanding naval officers and naval men—and would you, as commander of a line-of-battle ship, have any objections to him as the first lieutenant of such vessel?

A. I should say I would take him almost as soon as any officer that I know so little of.

The testimony of this witness is read over, and being correct, he retires.

Here the case being closed on the part of the Government and Lieutenant Maffitt, he asked the court to allow him till 12 o'clock to-morrow to prepare a paper for the consideration of the court. Whereupon the court adjourned to meet to-morrow, Thursday, 9th July, at 12 o'clock A. M.

DEFENSE.

MR. PRESIDENT AND GENTLEMEN OF THE COURT:

While employed in active service in command of a hydrographic party of the Coast Survey, I received through the public prints the announcement, that my name had been placed on the "Furlough List" by a board of fifteen officers, ordered to assemble under the Act of Congress of March 2, 1855, and directed to report to the Secretary of the Navy the names and rank of all officers who, in their judgment, were found incapable of performing, promptly and efficiently, all their duty ashore and afloat.

Engaged in the active discharge of the duties of my position and profession, I had felt secure in the consciousness of having at all times faithfully, promptly, and efficiently, performed my duties

ashore and afloat, that I was beyond the reach of any legislation on the subject of the efficiency of the Navy. I was aware that a prejudice existed in the minds of some officers against the special service in which I was engaged, but I little imagined that I was to be made the peculiar mark of their disapprobation; such, however, seems to be the fact; for it appears now, after a long and anxious interval of uncertainty, that the only charge on which my furlough was grounded, was that of my continued service on the Coast Survey.

It is not my purpose to comment on the misapplication and misconstruction of that unfortunately loose law of March 2, 1855, or to animadvert on the conduct or motives of those in whose hands were placed the safety and the honor of all their brother officers; but I ask your attention to a brief survey of the evidence offered in my case for your guidance, satisfied that it will be weighed with impartiality.

The first of the few witnesses called on the part of the Government, to establish the imaginary point of incapability on my part to perform at once, if called on, the executive duties of a ship-of-war, was Capt. Samuel Mercer. The proposition of the judge-advocate, to rest my case on the records of the Navy Department, having been respectfully declined, and this witness appearing, he was called on to support, by his opinion as an "expert," the position assumed against me. From the evidence of this officer, it appears that during a continuance of forty-two years in the Navy he had never at any time performed duty on the peculiar service, on the merits of which he was called upon to pronounce an opinion. Ignorant of its details, unaware of the rules, or manner of regulating the management of the vessels or crew, totally unacquainted with my professional capacity, he ventured an opinion that I was incapable at this time of performing efficiently the duties of an executive officer, and did me the favor to say that he would not trust me in charge of a ship in critical situations, and could not have confidence in me as a first lieutenant. To support the conclusions he had arrived at, it was admitted by him that during a respite from service of five or six years, he found *himself* at a loss to perform the duty of lieutenant; but in reply to my question, "Whether an observant and intelligent officer, having passed in active service in the line through the grades of acting master and acting lieutenant, and being continuously employed at sea for fourteen years in a Government vessel, could become incompetent?" He admitted that he did not think so.

I respectfully submit to the court, whether, because this officer found himself inefficient, after a lapse of five or six years on shore, it is fair to judge me by the same standard, since it cannot be made to appear that during my whole term of service I was at any time unemployed for more than five months, and during the whole period of my separation from service in the line I have been actively engaged in an important branch of the naval profession.

In opposition to the deductions of this officer, I beg leave to refer to the testimony of Capt. C. S. McCauley, an officer of acknowledged ability, and whose term of service has reached nearly half a century.

This officer, free from the prejudices of the service against that branch of the profession in which I have been mostly employed, after reviewing my service in the line, and subsequent employment, stated very decidedly, "that he did not consider my efficiency at all impaired thereby, and that he would take an officer employed as I had been, as his first lieutenant without hesitation." For he justly considered the service on the coast a good school.

The evidence of Captain Aulick, an officer of equal length of service with the last-named witness, fully sustained the opinions he expressed.

Captain Nicholas, an officer of acknowledged professional ability, states, "that he considers me decidedly fit for the active service of the Navy; that the duty upon which I had been engaged would not incapacitate me, or render me inefficient; that an officer commanding a surveying vessel on the coast, was certainly in a good school for a seaman."

Com. Arthur Sinclair, an officer of high standing and unblemished integrity, states that he has served with me on board the frigate *Macedonian* for fifteen or sixteen months, during which time I performed the duties of acting master and lieutenant, in charge of a watch and division; that I was efficient as a navigator and officer, and that he considers me now qualified, in all respects, for the naval service.

Lieut. C. R. P. Rogers, an officer with whom I have been intimately associated since 1840, and who has himself seen fifteen years of active service on foreign stations, and has also commanded a hydrographic party on the Coast Survey, rendering him fully competent in all professional points—states that he has known me, both as first lieutenant and commanding officer, in the party to which he was attached; that the condition of the vessels was very creditable; that they were handled with skill, and in a manner that would have been considered creditable on any sta-

tion—their discipline was excellent, etc.; that from his knowledge of me, based upon long association, he did not know an officer of my rank in the Navy who could perform the duties of a first lieutenant better.

Lieut. T. A. M. Craven, an officer experienced on all subjects appertaining to his profession, and who has also commanded a hydrographic party on the Coast Survey, states that he considers me qualified for any duty in the Navy.

Lieutenants Gwathmey, Mullany, Lanier and Moore, and other officers who have served with me, and known me well, testify with equal emphasis in favor of my fitness on all points for the naval service. And all who are familiar with the duties of the Coast Survey, deny that they in any manner impair an officer's efficiency for the regular service.

In view of this charge, or pretext, against my fitness for the active duties of my profession, I have briefly to say, that the survey of our coast was made, *by law, one of the duties of officers of the Navy.* And I might here pause to inquire, whether the Naval Board made it a *part of their proceedings to investigate fully into the competency of the officers retained on the "Active List" to perform the important duties of this branch of the service, to which I have been so long attached,* and often against my wishes, as was proved by the affidavit of Prof. A. D. Bache, Superintendent of the Coast Survey—a gentleman who has won eminence and renown in the world of science; whose esteem I shall ever cherish, and to whose testimony in my behalf I refer with pride and pleasure. Some allusion has been made to a possible want of knowledge on my part in the science of gunnery, which I very readily admit to be one of the most important branches of the naval profession. Every man of intelligence knows that this science is, so to speak, in a transition state, and that a new and improved system is in course of adoption. Without pretending that I am equally informed with those officers who are actively and *exclusively* employed in research and experiment on this subject, I believe I might safely have submitted myself to this honorable court, as competent experts, for an examination on the system in which I have been educated, and which has not as yet been so materially altered, as to prevent my keeping pace with its improvements.

Allow me here to remark, that the question of the competency of officers, to do all their duty ashore and afloat, under the rule it has been attempted to apply in my case, might suggest grave and extensive doubts of officers whose entire competency I will

be the last to question. A glance at the Navy Register will show that a commander, long engaged on special service, and who has rendered eminent service in the Ordnance Department, has, during a period of thirty years in the Navy, seen only seven years and two months' sea service, and that he has not been at sea since 1845. Yet this did not cause the Naval Board to put *him* on furlough, nor did it prevent the Department from recently appointing him to the command of a vessel engaged on important duty at sea. I may also refer to a captain who has seen nine years and seven months' sea service, out of thirty-nine years in the Navy, who has not been at sea since 1842, but who was advanced by the action of the Board,—as well as to another commander employed on special service, who, out of twenty-eight years and two months in the Navy, has seen but ten years and eight months' sea service, and a considerable part of that sea service on hydrographic duty on the Coast Survey.

Without intending by these references to impeach in the slightest degree the capacity of those officers to perform any duty connected with their profession, I respectfully call your attention to the marked distinction made in their favor.

By an Act of Congress, approved June 17, 1844, it is provided that the officers of the Navy shall, as far as practicable, be employed on the duties of the Coast Survey; and by an Act approved March 3, 1849, the Secretary of the Navy is authorized to provide the requisite officers and crews for the Coast Survey.

Thus it will be seen, as I have before stated, that the arduous, necessary, and (to our National commerce, as well as for the purposes of National defense) all important duties of the Coast Survey are devolved, by a law of Congress, upon officers of the Navy. Now I may be permitted to say, without the imputation of vanity, that a just performance of these duties demands, in addition to the usual information obtained in the naval service, some little scientific research; but that such studies are calculated to unfit an officer for active service on board a vessel of war is a proposition to which I cannot subscribe. Congress could never have intended that officers detailed for a useful and honorable service, and required to perform extraordinary duties, should be degraded from the active list, and placed out of the line of promotion, else some provision would have been made to compensate them for the loss of that advancement, which is the hope and ambition of every honorable man in the service;—or at least a *choice* would have been accorded to them, with a full knowledge of the consequences it involved.

I think it has been sufficiently evident to the court that there is no special reason, in my case, to suppose that the duties of the Coast Survey have unfitted me for my regular profession; and the theory that application to other studies than those incident to the ordinary requirements of my profession detracts from my efficiency, or negatives my information previously acquired, is one that can scarcely be received in this progressive age. That literary or scientific attainments unfit an officer for the full discharge of his duties in peace or war, is a proposition against which the pride of intellect revolts, and which enlightened judgment must condemn. Such an idea will find no favor at this day or before this court.

In conclusion, for I will not occupy the time of the court to combat the mere shadow which has been conjured up against me, I submit myself, Mr. President and gentlemen of the court, with confidence to your judgment. Against the action of the Naval Board, which would have made me, could I have quietly submitted to their decree (from which, however, the Secretary of the Navy in some measure relieved me, by continuing me on active duty), an idle and degraded pensioner on the Government, I respectfully but firmly protest, and with equal respect I aver upon the testimony which has been produced before this court, that *I am* fit for my profession, and ready at all times to perform any and all duties devolving upon me.

Respectfully, etc.,

(Signed) J. N. MAFFITT.

WASHINGTON, July 9, 1857.

MY DEAR SIR: I have received your letter of this day's date, requesting an answer to the following questions, viz:

1. Have you any acquaintance with me; if so, when and where did you know me?

I have long been acquainted with you. I first knew you early in 1835. You sailed with me in the U. S. frigate *Constitution*, and in the U. S. schooner *Shark*,—in the former when I was one of her lieutenants, and in the latter, when I commanded her, for about three years. During the whole of that period, from February, 1835, to February, 1838, I found you a young officer of great intelligence, and one of the most prompt and active officers that I have met in the service.

2. What is my character for efficiency?

That of being efficient in every particular.

3. With your acquaintance with me, in knowledge of my having been many years absent from naval service (but cruising in a Gov-

ernment schooner, officered and manned from the Navy, and under naval discipline and rule, engaged in surveying on the sea coast of the U. S.), would you be willing to have me as first lieutenant of a vessel under your command?

With my knowledge of your ability as a seaman, and your taste for the duties of an officer, I should be happy to have you as the first lieutenant of any ship I may command.

I am with respect,

(Signed) G. V. PEARSON,
Capt., U. S. Navy.

Lieut. J. N. MAFFITT,
U. S. Navy.

Questions proposed to Com. F. A. Neville, U. S. N., by J. N. Maffitt, lieutenant, U. S. N., and his replies, to be submitted to the Naval Court of Inquiry:

Q. 1. What is your rank in the Navy?

A. Commander.

Q. 2. Do you know Lieut. J. N. Maffitt? How long have you known him, and under what circumstances?

A. My first knowledge of Lieut. J. N. Maffitt was as midshipman in the West India Squadron in 1833.

Q. 3. From your personal knowledge of Lieutenant Maffitt, what is your opinion of him as an officer and gentleman?

A. When Lieut. J. N. Maffitt sailed with me in the frigate *Constitution* as a midshipman, and subsequently in the frigate *Macedonian* as acting master, I had a very high appreciation of him as an officer and gentleman.

Q. 4. From your personal knowledge of Lieutenant Maffitt, do you consider him fitted for the active list of the Navy, mentally, morally, physically, and professionally?

A. When associated on duty with Lieut. J. N. Maffitt, I certainly did think him, in every respect, fitted for the active list of the Navy, mentally, morally, physically, and professionally.

Cross-examined by judge-advocate:

Q. 1. Do you know whether Lieutenant Maffitt has ever done duty on board a man-of-war, since he was commissioned as a lieutenant in 1843?

A. I do not.

Q. 2. Do you know whether he has ever been at sea in a man-of-war, since 1841?

A. I do not.

Q. 3. Is it your opinion that an officer holding a commission as lieutenant for a period of fourteen years, and never having done duty at sea on board a man-of-war during all that period, would be competent to perform, promptly and efficiently, all his duty afloat, if now ordered, as first lieutenant or executive officer?

A. Such is not my opinion.

Q. 4. State any other matter within your knowledge, bearing on this inquiry.

A. I can, with confidence, say that during the whole period of Lieut. J. N. Maffitt's service with me, I always considered him as a most promising, active, and intelligent officer, and eminently calculated for the naval service.

(Signed) F. A. NEVILLE,
Commander, U. S. Navy.

(Signed) J. M. CARLISLE,
Judge-Advocate, etc.

Sworn and subscribed to, on July 10, A. D. 1857, before me.

(Signed) CHARLES D. FREEMAN,
Alderman and Justice of the Peace.

Questions proposed to Lieut. Silas Bent, U. S. N., by Lieut. J. N. Maffitt, to be submitted, with replies, to the Naval Court of Inquiry:

Q. 1. What is your rank in the Navy?

A. A lieutenant.

Q. 2. Do you know Lieut. J. N. Maffitt? State how long and under what circumstances?

A. I have known Lieutenant Maffitt since 1842, and served with him on the Coast Survey for upwards of two years.

Q. 3. When serving with Lieut. J. N. Maffitt, what was your opinion of his capacity as an officer, and his character as a gentleman?

A. He was eminently efficient, of untiring energy and perseverance, and was unexceptionable as a gentleman.

Q. 4. From your present personal knowledge of Lieut. J. N. Maffitt, do you consider him morally, mentally, physically, and professionally, fitted for the active service list of the Navy?

A. Entirely so.

Cross-examination by the judge-advocate:

Q. 1. Do you know whether Lieutenant Maffitt has ever done duty on board a man-of-war since he was commissioned as a lieutenant, in 1843?

A. So far as my personal knowledge extends, I do not.

Q. 2. Do you know whether he has been at sea in a man-of-war, since 1841?

A. I do not.

Q. 3. Is it your opinion that an officer holding a commission of lieutenant for a period of fourteen years, and never having done duty at sea on board a man-of-war during all that period, would be competent to perform, promptly and efficiently, all his duties afloat, if now ordered as first lieutenant and executive officer?

A. If the mind of the officer was entirely diverted from his profession during that period of time, he would not; but if his associations and pursuits were professional, he would.

Q. 4. If you shall have answered that you think such an officer would be competent, please say whether it is your opinion that no advantage is derived to the naval service, in respect of efficiency, from the practical exercise of an officer of the duties of his rank, and no disadvantage from the omission to exercise them during so long a period.

A. As a practical exercise of his duties is the chief means by which an officer attains to efficiency, the service is of course benefited by such exercise, and suffers correspondingly when it is omitted for any great length of time.

Q. 5. State any other matter or thing within your knowledge, bearing on the investigation?

A. As my opinion has been asked upon several important points which, if unexplained, would likely lead to a misconception of its true bearing, in the case of Lieutenant Maffitt, I take the liberty of furthermore saying that, in my opinion, the practical knowledge and experience which officers have gained on the Coast Survey have already contributed very materially to elevate the standard of professional knowledge in the Navy; and been of important benefit to the service and country, especially in unfrequented and unsurveyed portions of the world; this duty, therefore, I regard as strictly professional; and the naval discipline, system and order, which officers usually enforce on board of surveying vessels, keep up, in a great measure, that professional knowledge which is confined exclusively in the exercise to regular men-of-war, whilst they are advancing in another branch of the profession, that may be at any day of great advantage upon foreign service, as I can fully testify to from personal observation and experience.

(Signed) SILAS BENT,
Lieutenant, U. S. N.

Subscribed and sworn to before me, this 8th day of July, A. D. 1857.

C. B. FARWELL,
: L. S. : Clerk of the County Court of Cook County, Ill.

Questions propounded to Edwin O. Carnes, late of the U. S. Navy (with his replies), by Lieut. John N. Maffitt, U. S. N.:

Q. 1. Have you served in the Navy of the United States; if so, state how long, and in what capacity?

A. I was in the Navy of the United States from June, 1846, until the latter part of the year 1855, and my grade was that of midshipman, and afterward passed midshipman.

Q. 2. Do you know Lieut. John N. Maffitt; if so, state when, where, and under what circumstances you knew him?

A. I know Lieut. John N. Maffitt, and was under his command on the Coast Survey for some six months. He was in command of a party on board the U. S. schooner *Crawford,* and I joined the vessel in New York, and sailed from there to Charleston, and then to the Cape Fear River, in both of which places we had work. During the period that I was attached to the party under Lieutenant Maffitt's command, I had a good opportunity to judge of Lieutenant Maffitt's character and capacity as an officer. I was then a passed midshipman.

Q. 3. Was Lieutenant Maffitt zealous and active in the performance of his duties?

A. Lieutenant Maffitt was remarkably zealous and active in the performance of his duties, and not only saw that every one else did his work properly, but was himself constantly and unremittingly employed.

Q. 4. State your opinion of Lieutenant Maffitt's moral, physical, mental, and professional fitness for the naval service.

A. My opinion of Lieutenant Maffitt's moral, physical, mental, and professional fitness for the naval service is that he is entirely fitted in each respect for all and any duties that he may be called upon to perform. He is an upright gentleman of good habits, and has every quality, mental and professional, for an efficient naval officer.

(Signed) EDWIN O. CARNES,
58 Wall street, New York,
Formerly Passed Mid'n, U. S. Navy.

Sworn and subscribed to before me this 31st day of July, 1857.

.....
:L. S. :
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DAN SEIXAS,
Notary Public.

HAMPTON, VA., July 1, 1857.

Capt. GEORGE S. BLAKE, U. S. N.

SIR: Your answers to the following interrogatories are respectfully requested in the usual legal form:

Q. 1. Please state your rank, and period of service in the U. S. Navy.

Q. 2. Do you know Lieut. J. N. Maffitt; if so, please state when and where, and under what relative positions, at the time of your personal association with him?

Q. 3. Was Lieutenant Maffitt an active and energetic officer, and zealous in the performance of his duty while under your command?

Q. 4. Under the circumstances of Lieutenant Maffitt having seen eight years' sea service on foreign stations, several years of which time he was acting sailing master and lieutenant, performing efficiently the duty of these grades, and for the last fourteen years actively employed upon Coast Survey duty, ten years of which time in command of a hydrographic vessel, employed in off-shore soundings, winter and summer, on the coast of America, would you now think him fit for the active list of the Navy?

Q. 5. Do you think Lieutenant Maffitt morally, mentally, physically, and professionally, fit for the active list of the Navy?

Answers to the foregoing interrogatories:

1. I am a captain, and have served in the Navy about thirty-nine years.

2. Lieutenant Maffitt joined my command on the Coast Survey in 1842, or, '43, I think, and served with me on that duty until 1846.

3. I did consider him an active, energetic officer, and zealous in the performance of his duty.

4. I do not regard the vessels employed on the Coast Survey as vessels of war; for they are *without guns,* and are neither equipped, manned, or employed for warlike purposes. In my opinion, an officer may acquire useful professional experience on board of them, but I also think that he is without opportunities to acquire and keep up a knowledge of the improvements in the profession, which for the last ten years have been very great, especially in naval ordnance and projectiles. I cannot say whether fourteen

years of continuous service upon the Coast Survey would unfit an officer for the active list of the Navy or not. It would depend very much upon the officer himself.

5. I have met Lieutenant Maffitt but two or three times casually, in eleven years. When I left the Coast Survey in 1846, I considered him eminently fit, in *all respects,* for the active list of the Navy.

(Signed) GEO. S. BLAKE,
Capt., U. S. N.

HAMPTON, VA., July 1, 1857.

Com. B. J. TOTTEN, U. S. N.

SIR: Your answers to the following interrogatories are respectfully requested in the usual legal form:

Q. 1. Please state your rank and period of service in the U. S. Navy?

Q. 2. Are you acquainted with Lieut. J. N. Maffitt; if so, please state when and where you knew him, and your relative positions?

Q. 3. From your personal knowledge of Lieutenant Maffitt, do you consider him morally, mentally, physically, and professionally, fit for the active list of the U. S. Navy?

A. 1. I am a commander in the U. S. Navy,—have been in the Navy since March 4, 1823,—have served at sea in all the grades of midshipman, passed midshipman, master, lieutenant, first lieutenant and lieutenant commanding.

A. 2. Have been acquainted with Lieut. J. N. Maffitt since 1835, at which time the said J. N. Maffitt was serving as a midshipman in the frigate *Constitution,* Commo. J. D. Elliott. Subsequently, the said J. N. Maffitt was ordered to the U. S. schooner *Shark* (of which vessel I was a lieutenant), for passage to the United States, during which passage he performed duty—and I considered him at that time an efficient, active, and promising young officer; and to the best of my recollection and belief he, the said J. N. Maffitt, was entrusted with charge of deck on several occasions, although he had not a regular watch as officer of the deck. And though I have never, since that time, been associated with Lieutenant Maffitt on duty, I have been intimately acquainted with him socially—having resided in the same town with him, and also (as boarders) in the same family.

A. 3. From my personal knowledge of Lieut. J. N. Maffitt, I do not hesitate to say that I do consider him morally, mentally, physically, and professionally, fit for the active list of the Navy.

(Signed) BENJ'N J. TOTTEN,
Comd'r, U. S. Navy.

State of Rhode Island, County of Newport:

NEWPORT, July 23, 1857.

Then personally appeared before me, Benjamin J. Totten, above named, to me personally well known, and made oath in due form of law to the truth of the above statements by him subscribed.

In witness whereof, I, William Gilpin, public notary for the county of Newport, have set my hand and seal this day and year above written.

: L. S. :

(Signed) WILLIAM GILPIN,
Public Notary.

Questions propounded to Lieut. Ralph Chandler, U. S. N., by Lieut. J. N. Maffitt, U. S. Navy:

To Lieut. J. N. MAFFITT, U. S. N.

SIR: To the following interrogatories propounded to me, I herewith respond:

Q. 1. Please state your rank in the U. S. Navy?

A. I am a lieutenant in the Navy of the United States.

Q. 2. Are you acquainted with Lieut. J. N. Maffitt?

A. I am well acquainted with Lieut. J. N. Maffitt.

Q. 3. Have you ever served with him; if so, state where, and how long?

A. I have served with Lieutenant Maffitt on the Coast Survey of the United States since August, 1855, to the present time; he being in command of the party, and I a lieutenant under his command.

Q. 4. Is it your opinion that an officer of the Navy who is actively engaged in surveying, upon the sea coast of the United States, is improved in a knowledge of his profession?

A. To the fourth interrogatory I answer in the *affirmative*, for the reason that the coast (especially in the Southern sections) is a dangerous one; and a person engaged in that service is obliged to exercise discretion, and a knowledge of seamanship and navigation, in order to prosecute the work required of him.

Q. 5. State your opinion of the professional ability of Lieut. J. N. Maffitt, and his character as a gentleman.

A. As to the professional ability of Lieutenant Maffitt, I answer that I am acquainted with *few* in the service who are better skilled in the profession than he. As to his qualifications as an officer, I consider him a capable, efficient, and able commander, and in every respect suitable for any position to which he may be called. As to his character as a gentleman, I have seldom found one more deserving the name, at all times, than he.

Q. 6. Is Lieutenant Maffitt a zealous and efficient Government officer?

A. From my own knowledge, and an intimate acquaintance with Lieutenant Maffitt, I can state that he is zealous and efficient, ever mindful of the Government interests, and always just in the administration of his command.

Q. 7. Do you consider Lieutenant Maffitt morally, mentally, physically, and professionally, fit for the active list of the Navy?

A. I can also state, from my own knowledge, that I consider Lieutenant Maffitt morally, mentally, physically, and professionally, fit and suitable for the active list of the Navy.

Q. 8. State any other facts with which you are conversant that bear upon the question at issue.

A. From a long and intimate acquaintance with Lieutenant Maffitt, I must, in justice to him, remark that there are few officers in the service who possess a greater degree of intellect, more general intelligence, or a better and more thorough knowledge of the profession than he. I have often seen him under trying and dangerous circumstances, and in every case his sound judgment and discretion, his skill as a seaman and navigator, and his general knowledge of the profession, have ever won the respect, admiration, and esteem of all under his command, both as an officer and a gentleman.

(Signed) RALPH CHANDLER,
Lieutenant, U. S. Navy.

U. S. SURVEYING SCHOONER "WAVE,"
YORKTOWN, VA., August 19, 1857.

The following questions, to which my answers are appended, have been submitted to me in respect to Lieut. Comdg. J. N. Maffitt, U. S. N.:

Q. 1. Are you acquainted with Lieut. J. N. Maffitt? If so, state under what circumstances you have known him.

A. I am acquainted with Lieut. J. N. Maffitt. I was with him as acting master's mate from January until November, 1856, and as aid, U. S. Coast Survey, from June, 1856, until June, 1857, in all nearly 22 months. During that time he had command of a hydrographic party on the Coast Survey, working on the southern coast of the United States.

Q. 2. Have you been at sea with Lieutenant Maffitt, and been otherwise associated with him?

A. I have been at sea with Lieutenant Maffitt, and also carried on the work of the Coast Survey on shore under his supervision.

Q. 3. From your knowledge of Lieutenant Maffitt, state your opinion of him, as a Government officer, and a gentleman.

A. In my opinion, Lieutenant Maffitt is pre-eminent as a Government officer, combining a high order of ability with great skill in his profession. His vessel and crew were always in superior order and discipline; courteous to his officers, and those under him, but at the same time exacting in all his demands upon them, he was respected in the highest degree by those under him.

Zealous and indefatigable in the discharge of the duties of his position, he was always the first to commence work, and the last to leave off. I have seen him at times, when his vessel was in the utmost danger, perfectly cool and collected. At a time when, if it had not been for the perfect state of discipline on board, and his skill as a seaman, nothing could have saved his vessel.

As a gentleman, in my opinion his character stands above reproach,—high-toned and honorable in all his associations. And, as far as I am capable of judging, I consider Lieutenant Maffitt as one of the most able, efficient, and energetic officers that our Navy has produced.

(Signed) W. S. EDWARDS,
U. S. Coast Survey.

BROOKLYN, N. Y., July 25, 1857.

MY DEAR SIR: I herewith send you my replies to the questions proposed by you, in your letter of July 1, and it affords me great pleasure to answer them:

Q. 1. State your rank in the U. S. Navy.

A. I am a lieutenant.

Q. 2. Do you know Lieut. J. N. Maffitt, U. S. Navy?

A. I do.

Q. 3. Have you served with Lieutenant Maffitt; if so, state when and where, and under what relative positions?

A. I have served with him nearly two years—from November, 1855, up to this time, and was the greater part of that time under his command, on board the U. S. schooner *Crawford,* engaged in the survey of the coast of South Carolina, and all the harbors between Savannah and Cape Romain,—also, upon the survey of James River. Our relative positions were, Lieutenant Maffitt, commanding officer of the party—I as passed midshipman and lieutenant.

Q. 4. Is the character of the service upon which you have been engaged, under the command of Lieut. J. N. Maffitt, calculated to

inculcate an efficient knowledge of seamanship, and ripen the capacity of an officer who has learned his profession by eight years' service in the line?

A. I assert, without a moment's hesitation, that the nature of the service upon which Lieut. J. N. Maffitt has been employed, during my association with him on duty, is the *very* best we have to render an officer prompt, efficient, ready to assume responsibility, and to cope with unexpected difficulties; besides this, his knowledge of seamanship is improved, for he learns to handle a class of vessel unusual in our service in the line. In my estimation, he becomes, by this service, more energetic, competent, and when he returns to his duties in a vessel of the line, he is better qualified to resume each and every one of them; for the duties on the Coast Survey are more arduous than in any vessel of the line, and call forth in a greater degree all the energy and capacity that an officer possesses.

Q. 5. State your opinion of the professional ability of Lieut. J. N. Maffitt—his qualifications as an officer, and his character as a gentleman.

A. Lieut. J. N. Maffitt possesses the highest order of professional ability, and I think there are few, if any, in the U. S. Navy, his superior. As to his qualifications, I look upon him as eminently fitted for the U. S. Navy,—possessing ability and energy unusual, and a natural turn, with love for his profession. His character is unexceptional in every particular. I have never met his superior; and shall always be happy to meet his equal.

Q. 6. Is Lieutenant Maffitt zealous and efficient in the performance of his duties; mindful of the Government interests, and just in the administration of his command?

A. He is particularly so. I have never met an officer possessing so much zeal, energy, and efficiency, in every department of his duty, as Lieutenant Maffitt. As to his ability in commanding, he has certainly the greatest talent in attaining results with apparently the least facilities at hand,—and a crew, at first apparently worthless, under his firm, but just, administration of discipline, become a credit to the service, and efficient in all their duties—besides, are happy and contented, and ready to re-ship.

Q. 7. From your personal knowledge of Lieut. J. N. Maffitt, do you consider him morally, mentally, physically, and professionally, fit for the active list of the U. S. Navy?

A. From personal knowledge, I answer the question in full. Lieut. J. N. Maffitt is morally a most unexceptional officer and gentleman. I do consider him, mentally, one of the finest ornaments to the U. S. Navy, having an active and inquiring mind,

which has led him in researches beyond his profession. From what I have seen of service with him during the winters of 1855 and 1856, whilst engaged on the Coast Survey duties of the most arduous kind, and in tempestuous weather, I am satisfied that he can bear more than ordinary fatigue, which renders him, in my opinion, physically able to perform much more severe duty than an active list calls for. Professionally, I consider him efficient in each and every branch of the naval service, and a superior hydrographic officer; and from my personal knowledge, I consider him highly qualified, in each and every named particular, eminently adapted and fit for the active list of the U. S. Navy.

Q. 8. Please state any other circumstances that come within the circumference of your knowledge, bearing upon the efficiency and character of Lieutenant Maffitt as an officer and a gentleman.

A. It would be impossible to particularize my knowledge of Lieut. J. N. Maffitt's efficiency, and as to his character as an officer and a gentleman. In every variety of duty I have ever found him the foremost one, and, by his example, instilling into his subordinates greater energy and zeal. His efficiency as an officer is beyond a doubt or question. As to his character as an officer and a gentleman he has no superior; for he combines with duty and the social intercourse of life, the happy faculty of making his subordinates respect and esteem him, and perform with such feelings their duties with pleasure. Any officer associated with him on or off duty will, I am sure, if a high-minded gentleman, learn to regard him with warm friendship, and esteem him as an officer and a gentleman.

Very respectfully,

(Signed) D. L. BRAINE,
Lieut., U. S. N.

Sworn to before me the 25th of July, 1857.

(Signed) D. P. INGRAHAM,
First Judge of New York Common Pleas.

Questions propounded to I. J. McKinley, U. S. Coast Survey, by Lieut. Comdg. J. N. Maffitt, U. S. N.:

Q. 1. Have you followed the sea as a profession?

A. I have, for the last seven years, or more.

Q. 2. Are you acquainted with Lieutenant Maffitt, U. S. N.; if so, state how long you have known him, and under what circumstances?

A. I do know Lieut. J. N. Maffitt, and have known him for more than two years. I served under his command as a watch officer on board the U. S. schooner *Crawford,* employed on the survey of the coast of South Carolina.

Q. 3. Did you have opportunities for forming an opinion of the ability of Lieutenant Maffitt as a seaman and public officer? If so, please state the opinions.

A. I did. Lieutenant Maffitt was exceedingly zealous in the performance of all his duties—remarkable for his intelligence and industry—apt as a seaman—energetic and cool in emergencies—prompt with expedients, in releasing his command from dangerous positions. I have seen him on a lee shore, in a violent southeast gale of wind—his presence of mind and officer-like bearing imposed confidence and respect.

Q. 4. State your opinion of Lieutenant Maffitt morally and mentally.

A. I ever found Lieutenant Maffitt a high-toned and honorable gentleman, just and conscientious, and strictly upright in all his transactions. I've known him in all the relations of life, and speak with ample opportunity of forming a correct judgment. Mentally, Lieutenant Maffitt has few superiors. My duty has brought me into frequent association with officers of the Navy, and I have considered Lieutenant Maffitt in all respects one of the most superior I have ever met with.

(Signed) I. J. McKINLEY.

U. S. Coast Survey, July 2d, 1857.

Questions propounded to Lieut. J. M. Watson (with his replies) by Lieut. J. N. Maffitt:

Q. 1. What is your rank, and length of service in the U. S. Navy?

A. I am a lieutenant in the Navy, and have been in the service 34 years.

Q. 2. Do you know Lieut. John N. Maffitt; if so, state when and where you knew him, and your opinion of him from that association?

A. I have known Lieutenant Maffitt well—I was attached to the U. S. frigate *Constitution* belonging to the Mediterranean Squadron with him, during the years '35, '6, '7, and part of '38. In that time he was a great deal in my watch and division. I was executive officer at periods of that time. He was always remarkably attentive and enthusiastic in his duties. I consider, as an officer, he was unsurpassed, and ever a gentleman in every sense of the word.

Q. 3. Do you consider Lieutenant Maffitt morally, mentally, physically, and professionally fit for the active service of the Navy?

A. From my knowledge of him then and since, I consider him morally, mentally, physically, and professionally fit for any duty that can be required of an active and gallant Navy officer.

(Signed) J. M. WATSON,
U. S. Navy.

WASHINGTON, D. C., July 28, 1857.

Lieut. Comdg. J. N. MAFFITT, U. S. Navy.

SIR: Your letter of the 1st inst., requesting answers to the several interrogatories therein preferred, is received, and I hasten to submit the following:

Q. 1. What is your rank in the U. S. Navy?

A. Lieutenant.

Q. 2. Do you know Lieut. J. N. Maffitt, and have you served with him? If so, please state when and where.

A. I do know Lieut. J. N. Maffitt, and have served with him on the U. S. Coast Survey, from December, 1854, to May, 1856.

Q. 3. In your association with Lieut. J. N. Maffitt, did you find him zealous and efficient in the performance of the duties entrusted to his charge?

A. In my association with Lieut. J. N. Maffitt I found him exceedingly zealous; and as far as I was capable of judging, highly efficient in the performance of duties entrusted to his charge.

Q. 4. Did opportunities offer which enabled you to form an estimate of his abilities as a seaman? If so, please state them, and your opinion derived therefrom.

A. During a boisterous winter season on the coast of South Carolina, among the currents and shoals, it was his duty to investigate and survey—frequent were the calls upon all the best faculties of the seaman—and in no instance, as far as I am aware, was Lieutenant Maffitt found wanting. And I drew the evident conclusion that he was skilful in the management of his vessel, fertile in resource, with ready application; cool and self-possessed under impending danger, quick to conceive, prompt to execute; bold and cautious, with great powers of endurance.

Q. 5. Do you think Lieut. J. N. Maffitt morally, mentally, physically, and professionally fit for the active list of the Navy?

A. I do.

Hoping the foregoing may be of some service, however slight,
I remain yours, faithfully,

(Signed) S. B. LUCE,*
Lieut., U. S. Navy.

*Now rear-admiral, U. S. N.

On this 28th day of July, 1857, personally appeared S. B. Luce and made oath on the Holy Evangelists of Almighty God, that the above answers to certain interrogatories are just and true.

..... Sworn to before me.
: SEAL. : S. DRURY, J. P.
.....

Answers to the several questions asked of Capt. S. B. Wilson by Lieut. J. N. Maffitt, U. S. Navy:

Q. 1. Please state your rank, and period of service in the U. S. Navy.

A. I am a captain in the Navy—have been in the service some forty-five years (see Navy Register).

Q. 2. Are you acquainted with Lieut. J. N. Maffitt; if so, state when and where you knew him, and under what relative positions?

A. I am acquainted with Lieutenant Maffitt—have known him by reputation for several years—was personally acquainted with him for about one year serving together on board the U. S. frigate *Macedonian*, then flag-ship of the "Home Squadron," during parts of the years 1839 and 1840, at which time I was the senior lieutenant or executive officer of the ship, and he, Lieutenant Maffitt, was the acting master.

Q. 3. From your personal knowledge of Lieut. J. N. Maffitt, do you consider him morally, mentally, physically, and professionally fit for the active list of the U. S. Navy?

A. From my knowledge of Lieutenant Maffitt, obtained during his period of service with me, confirmed by subsequent reports respecting him, I have no hesitation in saying that I do consider him in all these respects eminently fit for the active list of the Navy. His moral character while serving with me, was, to the best of my knowledge, strictly correct; and I have not since heard anything to the contrary.

It is possible that in consequence of his long separation from what is termed regular service, he may have become "rusty" as to many of the details or minor points of duty on board of regular ship-of-war; but from his reputed high order of intellect, well-known energy of character, proficiency of mathematical science and nautical skill, I have no doubt as to his being competent to the performance of any service in the Navy which may now, or that may hereafter, be required of him.

Respectfully submitted,

(Signed) S. B. WILSON,
Capt., U. S. Navy.

Po'keepsie, N. Y., 24th June, 1857.

Questions propounded by Lieut. J. N. Maffitt, U. S. N., to Lieut. C. H. Cushman, U. S. N., and his replies:

Q. 1. What is your rank in the Navy?

A. I am a lieutenant, commissioned February 8, 1856.

Q. 2. Do you know Lieut. J. N. Maffitt? If yea, state when and under what circumstances.

A. I have known Lieutenant Maffitt for two years; served under his command in the U. S. C. S. schooners *Crawford* and *Bancroft*, during fourteen months of that time, surveying different harbors and rivers, making passages from place to place, fitting out the vessels under his command, and performing the duties incident to Coast Survey service. Have been associated with him privately during all that time, either as messmate, as companion, or as correspondent.

Q. 3. What is your opinion of the official ability of Lieut. J. N. Maffitt, so far as your personal knowledge extends?

A. I look upon him as the most able officer I have ever personally known, in every respect, excepting only one officer.

Q. 4. Was not Lieut. J. N. Maffitt at all times zealous in the performance of his duties, and efficient on all points connected with the same?

A. His zeal in the performance of his duties was extraordinary; his efficiency upon every point connected with them, complete.

Q. 5. Please state the message sent to Lieutenant Maffitt, in August, 1856, by the Hon. the late Secretary J. C. Dobbin, in reference to his intention to nominate Lieutenant Maffitt for restoration to the active list.

Q. 5 is objected to by the judge-advocate as inadmissible, and will be answered, subject to exception, to be read before the court.

A. The message, referred to, was given me to be delivered to Lieutenant Maffitt, as official, from the then Honorable Secretary of the Navy, in August, 1856. Its length prohibits its complete recitation. Its character and substance, however, may be summed up as follows: as a whole, it was of such a complimentary character as to make it a sufficient satisfaction for the endurance of almost any humiliation or injustice. In its substance, it fully expressed—

1. That the Honorable Secretary, and his Excellency, the President, were firmly and fully convinced that they had sacrificed Lieutenant Maffitt for the good of the service, in the belief that they were bound to approve, or condemn, the recommendations of the *Retiring Board* as *a whole*.

2. That they had concluded to pursue this course only with the determination of restoring Lieutenant Maffitt to his position as

soon as possible, and of making him every amend possible, for the violence done his feelings, as an officer, and the pain and mortification caused him by the action in his case.

3. That the very day on which this message for Lieutenant Maffitt was given me, had been appointed by the President for sending the nomination for restoration to his position on the active list, of Lieutenant Maffitt, to the Senate, and the only thing which prevented its being done was the information but just received, of the consideration by Congress of a bill touching the action of the Retiring Board, under whose provisions all affected would alike come, pending which the President felt constrained to take no action in the matter.

4. That in case of the failure, on the part of Congress, to make provision as above, by the passage of a bill, for the inquiry desired concerning the justice of the recommendation of the Board, or of the consideration by Congress, early in its next session, of the passage of a like bill, the Hon. Secretary and his Excellency the President stood sacredly pledged, both officially and otherwise, to the nomination, early in December following, of Lieutenant Maffitt for restoration to the active list.

Finally, that the Hon. Secretary would never cease to exert himself to the utmost to repair the injury done to Lieutenant Maffitt by the *"very, very great mistake"* made by the Retiring Board in his case. Many other things were said by the Hon. Secretary in this message, increasing the strength of its character. The above, however, very nearly comprises in substance the full extent of this extraordinarily complimentary message.

Q. 6. From your personal knowledge of Lieut. J. N. Maffitt, do you consider him morally, mentally, physically, and professionally fit for the active list of the Navy?

A. From my personal knowledge, I consider Lieutenant Maffitt in every respect not only fit for the active list of the Navy, but well calculated to be an ornament to the same.

Cross-examined by the judge-advocate:

Q. 1. Have you ever served with Lieutenant Maffitt on board a man-of-war; if so, when, where and how long?

A. I have never sailed in a regular man-of-war with Lieutenant Maffitt; but it is due to him to say, that as far as the extremely arduous duties would allow, he made his vessels men-of-war, in all but the guns and long cruises.

Q. 2. Is it your opinion that an officer holding the commission of lieutenant for the space of fourteen years, and during that time doing no duty on board a man-of-war, would, at the end of

that period, if ordered to sea as first lieutenant of a frigate, be fully competent to discharge his duty as such, promptly and efficiently; and is there no advantage to the service derived from an officer exercising practically the duties of his rank, and no disadvantage resulting from the non-exercise of them during so long a period?

A. In the case of an ordinary officer, I consider he would not be competent,—that there is an advantage in his exercising the duties of his rank, and a disadvantage if he does not exercise them somewhere—though I do not consider that that somewhere should be of necessity on board of a man-of-war.

But I consider that the peculiar character of Lieutenant Maffitt, and his capability as an officer and man; his intelligence, energy of purpose, and unwavering application to the accomplishment of an object, together with his extraordinary capacity for mental and physical exertion, and the success with which the application of these qualities to the accomplishment of an object has always, within my observation, been attended, all combine to make him an exception to the common run of men and officers. And so firmly am I convinced that his constant service on the Coast Survey, even for fourteen years, has, on account of the fondness with which he has endeavored always to make his vessel as nearly as possible a man-of-war, in no material point affected his efficiency as an executive or commanding officer, that I should choose him for that position in preference to any officer with whose qualifications I am personally acquainted.

Q. 3. Please state any other matter or thing within your knowledge bearing on this inquiry.

A. There is no other matter or thing, within my knowledge, bearing on this inquiry, which I can now recall.

(Signed) CHARLES H. CUSHMAN,
Lieut., U. S. N.

(Signed) J. M. CARLISLE,
Judge-Advocate.

July 3, 1857.

Re-examination by Lieutenant Maffitt, U. S. N.:

Q. While commanding the U. S. schooner *Crawford*, did I not assume the executive duties, attend to the stationing and disciplining the crew, and exhibit a sufficient degree of ability in all points usually considered necessary qualifications for an executive officer on sea service?

A. You did—and the good order and discipline of the vessels under your command, and the systematic regularity kept up,

together with the man-of-war-like manner of working and commanding them, are, in my opinion, a sufficient evidence of your complete ability to discharge, anywhere, the duties of either executive or commanding officer—and I fully believe, were you ordered, to-morrow, to the executive duties of a frigate, that they would be as successfully discharged by you, and the ship as perfect and happy a man-of-war, as was the case with the *Crawford.*

(Signed) CHAS. H. CUSHMAN,
Lieut., U. S. N.

State of Virginia, Norfolk County, to wit:

This day, personally appeared before me, John Nash, a justice of the peace, in and for the county aforesaid, Charles H. Cushman, who made oath in due form of law that the facts and statements contained in the foregoing answers are true and correct as far as they depend on his own knowledge; and so far as they depend upon the knowledge of others, he believes them to be correct.

Given under my hand, this 9th day of July, 1857.

JOHN NASH, J. P.

Interrogatories propounded to Commander Colhoun, U. S. Navy:

Q. 1. What is your rank, and how long have you been in the Navy?

A. I am a commander in the Navy, and have been in the service since 1821.

Q. 2. Are you acquainted with Lieut. J. N. Maffitt, U. S. N.; if so, state when and where you knew him?

A. Lieutenant Maffitt was associated with me on duty on board the U. S. frigate *Constitution,* the flagship in the Mediterranean Squadron, in the years 1835, 1836, 1837 and 1838; he returned with me to the United States, in the U. S. schooner *Shark,* in 1838, and on the passage was pretty constantly in charge of the deck, and always performed his duties creditably.

Q. 3. State your opinion of Lieutenant Maffitt, as an officer and gentleman.

A. At the time aforesaid, I considered Lieutenant Maffitt one of the most promising and intelligent midshipmen we had on board, and always found him the proper and courteous gentleman.

JNO. COLHOUN,
Commander, U. S. Navy.

WASHINGTON, July 20, 1857.

WASHINGTON, July 21, 1857.

Questions propounded to Lieut. J. W. Cooke, U. S. N., by Lieut. J. N. Maffitt:

Q. 1. What is your rank, and how long have you been in the Navy?

A. I am a lieutenant, and have been in the service twenty-nine years.

Q. 2. Do you know Lieutenant Maffitt; if so, state when and where you have known him?

A. I do know Lieutenant Maffitt very well. I have known him since his entry in the Navy. I sailed with him in the frigate *Constitution* in the years 1835, 1836 and 1837;—in the West India Squadron with him in 1839;—on board of the frigate *Macedonian*, in 1840 and 1841; he was a midshipman from 1835 to 1838; and acting lieutenant and sailing master during my last association with him at sea. My association, socially, has never ceased.

Q. 3. What is your opinion of Lieutenant Maffitt, as an officer and a gentleman?

A. I have an excellent opinion of Lieutenant Maffitt; and as an officer, he was always prompt, zealous and efficient. As a gentleman he is beyond reproach.

Q. 4. Do you consider Lieutenant Maffitt now fit for the active list of the Navy, under all heads?

A. From my intimate knowledge of Lieutenant Maffitt, I do consider him morally, mentally, physically, and professionally fit for the active list of the Navy.

(Signed) J. W. COOKE,
Lieut., U. S. N.

NOTE.—Many more affidavits of a like complimentary character have been received, but too late for publication.

On the concluding page of the preceding "case" I find written in my husband's own handwriting the following: "Promptly restored and placed in command of the U. S. brig *Dolphin*. Detached to attend the trial of 'Slavers' captured by him, and then ordered to command the U. S. sloop-of-war *Crusader*."

From a newspaper clipping of that day, found within the pages of the foregoing pamphlet, I copy the following comments on this whole subject and the Naval Courts of Inquiry then being held in Washington, D. C.:

Since the closing of Lieutenant Maffitt's case, the depositions of Lieut. Charles H. Cushman have been received, and as one of his

answers furnishes an interesting chapter in the history of the proceedings of the famous "Retiring Board," I copy it entire. Such precious scraps should be preserved. It will be recollected that the then Secretary of the Navy, Mr. Dobbin, as well as President Pierce, admitted that injustice had been done in some individual cases, and the inquiry by the country was, Why was not this injustice prevented? Lieutenant Cushman "accounts for the milk in the cocoanut." [See Lieutenant Cushman's testimony in full, *supra.*]

Such is the testimony of Lieutenant Cushman as to the manner in which poor Pierce administered the law under which two hundred and one officers were stricken from the active service list and consigned to disgrace.

It is generally understood that several members of this "star chamber" are now busily engaged in hunting up evidence to sustain their decisions. As the Board was merely advisory in its action, it would seem that the officers composing it would feel a pleasure in seeing any mistakes they had made in pronouncing judgment upon brother officers, corrected by the Courts of Inquiry.

On the fly leaf of the pamphlet from which the foregoing "Case" is quoted is written that the action of this Retiring Board was based on their "naval prejudice against scientific duty and personally demonstrated by the 'star chamber,' whose secret proceedings caused such a general expression of indignation throughout the land that Congress promptly passed remedial laws, and the action of the Naval Board of fifteen was annulled as well as condemned."

From a certified copy of the records in the Navy Department of the service of Lieutenant Maffitt, which has been furnished to me, I gather the following:

September 14, 1855, Lieut. J. N. Maffitt was placed on the reserved list on furlough pay. This was by the action of the Retiring Board. From this most trying position, we learn, both from the records of the Navy Department above referred to, and his testimony in his defense, that he was in a measure relieved by the Secretary of the Navy, who continued him on active duty. The record states that on "October 13, 1855, he resumed command of Coast Survey party," and also that on January 18, 1858, he was "detached from command of a hydrographic party, and ordered to the Coast Survey office." This was to settle up his record, as, on January 29, 1858, he was "commissioned as a lieutenant from the 25th of June, 1843, on the active list."

On June 1, 1858, he was ordered to command the U. S. brig *Dolphin.* While in command of the *Dolphin,* his duty was to look out for pirates and slavers, and he was fortunate in being the first American naval officer who ever captured a craft of the latter class together with its cargo. He did his duty by sending the prize into the nearest American port; and no doubt he feels gratified that that port was Charleston, S. C., where he is perhaps best known and appreciated.

The above is from a newspaper clipping of that day. The following was furnished this writer by the late Hon. Charles H. Simonton, judge of the Circuit Court of the United States (Fourth Circuit), who was a personal and valued friend:

Extract of a Decree of the United States District Court. Entered on Thursday, December 16, 1858, *in the Case of the United States vs. the Brig "Echo," registered as the "Putnam" of New Orleans.*

The libel in this case prays the condemnation and forfeiture of the brig *Echo* upon the allegation that she was engaged in the slave trade in contravention of the laws of the United States. And the 4th Section of an Act passed the 10th day of May, A. D. 1800; the first section of the same Act; the first section of the Act passed the 22nd March, 1794, are particularly mentioned as having been violated.

On the 21st August, 1858, the brig *Dolphin,* a commissioned vessel of the United States, was cruising in obedience to orders on the north coast of Cuba for the protection of American commerce and the suppression of the slave trade, commanded by J. N. Maffitt, a lieutenant of the Navy of the United States. In the course of that day the *Dolphin* was running down the shore line from Sagua la Grande toward Cardenas and attention was excited by the suspicious movements of a vessel sailing in the same direction. The *Dolphin* commenced a chase of her, and when nearing her hoisted the English colors and fired two blank cartridges to make the suspected vessel show her colors. No notice was taken of the cartridges and a shot was then fired across her bows, and then a second shot, when the vessel hoisted American colors. The *Dolphin* then hauled down the English colors and hoisted American colors. A shot was then fired at the main topsail of the vessel, which brought her to. Lieutenant Bradford, an officer of the *Dol-*

phin, with an armed boat's crew, was ordered on board of the vessel to ascertain her character. The testimony of this officer, from which this narrative is derived, further shows that when he got on board, he ascertained that her cargo consisted of African negroes. She had no paper or National flag. The negroes were stowed in the hold on a temporary deck, the height of which he thinks was forty-four inches. The sexes were separated, but the negroes were almost entirely naked, and with the provisions occupied the space allotted for cargo. None of them occupied that portion of the vessel allowed to passengers. "Echo" was painted as the name of the vessel and "Putnam, New Orleans," was seen at her stern, but had been partially painted over. The negroes were all treated as slaves. It is unnecessary to refer to other parts of the testimony, which is long and minute in its details of what the witness saw and heard while on board. Under the orders of the commander of the *Dolphin,* the captured vessel was brought into the port of Charleston, in charge of Lieutenant Bradford and a prize crew.

* * * * * * *

On the 14th day of December, 1858, the court made the following decree in the case of—

THE UNITED STATES
—*vs.*—
THE BRIG "ECHO," REGISTERED
AS THE "PUTNAM," OF NEW ORLEANS.

This case came up to be heard on the libel and proofs adduced in support of the libel. No answer or plea having been filed and after proclamation duly made, default having been entered against all concerned, and upon consideration of the said libel as also of the said proofs. It is now,

Ordered, adjudged and decreed, That all right of property of Edward C. Townsend and of every other person or persons in the said vessel called the *Echo* and registered as the *Putnam* of the port of New Orleans in the District of Louisiana, be forfeited and the said vessel be condemned for a violation of the 1st and 4th Sections of an Act of Congress of the United States, passed the 10th day of May, 1800.

And it is further ordered, That the Marshal of the United States for the District of South Carolina do proceed to advertise for fourteen days in one or more gazettes of the city of Charleston, in the State of South Carolina, the sale of the said vessel, and at some

day after the expiration of the said fourteen days, at public auction, he do sell the said vessel to the highest bidder. And that he report the said sale to this court at its first sitting after the said sale and hold the proceeds of the said sale subject to the further order of the Court.

A. G. MAGRATH.

On Monday, January 10, 1859, the Marshal made his report of sale of the brig *Echo* under order of court.

On the 17th day of January, 1859, the Court made the following decree, in the case of—

UNITED STATES
—*vs.*—
THE BRIG "PUTNAM."

On hearing the report of sales by the Marshal and the taxation of the costs by the clerk, on motion of the District Attorney, it is

Ordered, That out of the proceeds of the sale of said vessel the *Putnam* and the goods and effects found on board, the Marshal do pay the expenses incurred prior to the sale of the said vessel and reported by the Marshal as amounting to the sum of $842.94, and that he do also out of the proceeds of said sale, pay the costs as taxed by the Clerk and amounting to the sum of $151.15, and that after the payment of the said costs and charges, the Marshal do deposit the balance in the Treasury of the United States as required under the 8th Section of the Statutes of the said United States passed March 3, 1849.

A. G. MAGRATH.

On the 18th day of January, 1859, the court entered the following order in the case of—

UNITED STATES
—*vs.*—
BRIG "PUTNAM."

On motion of the District Attorney, it is

Ordered, That the proceeds of the sale of the brig *Putnam* and cargo, now deposited in the Registry of Court, be paid over to the hands of the Marshal, to be disposed of by him pursuant to the order of the court.

A. G. MAGRATH.

The following is a copy of the letter which accompanied these papers:

CHARLES H. SIMONTON,
Circuit Judge.
THE CIRCUIT COURT OF THE UNITED STATES,
FOURTH CIRCUIT.
CHARLESTON, S. C., 28th May, 1897.

MY DEAR MADAM: With this I send extracts of the U. S. District Court for South Carolina. These are from the copies which at that time were kept under rule of court. The original papers are lost or destroyed.

There is a good deal more, but the other parts of the record relate to the trial of the crew of the *Echo* and the disposition of the negroes. I can easily get these. No fees are due as my secretary did it all. I can never forget the very pleasant visit to Wilmington. With kindest regards to you and to yours,

CHARLES H. SIMONTON.

Mrs. EMMA MAFFITT,
Wilmington, North Carolina.

A letter from J. Laurens Read, stepson of Lieutenant Maffitt and a young lad of promise, is given merely as furnishing news of the whereabouts of the U. S. brig *Dolphin* at the date given. This young boy seems to have been taken on this cruise on account of his health.

U. S. BRIG "DOLPHIN,"
KEY WEST, July 2, 1858.

MY DEAR FLORIE AND MARY: To travel in "foreign parts" on board of a mighty man-of-war is some pumpkins. Just to think of me, trotting myself out at Havana with sword and belt on! Ahem! If I'd not been used to this article as "a general" I'd have tripped up. "Bosh" was saved by his fat.

We had a pleasant flying visit to Havana—agreeable it would have been had the yellow fever not flourished so frightfully, and we had to go out at once. I visited the tomb of Columbus, heard a fine band of 65 musicians, looked at pretty Spanish ladies, ate ice cream, and then went on board in state. Papa paid an official visit to the Gov'r-General—he was in full togs—and looked as fine as a peacock, as Johnnie says. Key West is a wrecking place, built up by the misfortunes of vessels that go on shore on the

Florida reefs. I've not paid it a visit yet. The *Colorado* and the *Wabash* are here—and we are overhauling ready for a start on or about the 7th July. Kiss the youngsters for me, love to Eugene, and may we soon meet in health and happiness.

I am your affectionate brother,
J. L. READ.

On another page of the same letter he writes the following to his half-brother, Eugene:

U. S. BRIG "DOLPHIN,"
KEY WEST, July 2, '58.

MY DEAR EUGENE: We have had thus far a pleasant month's cruise—going along the coast of Cuba, seeing English men-of-war, American and Spanish.

We went into Havana, but in consequence of yellow fever we remained but 18 hours, and the people on shore thought that was imprudent. Papa paid an official visit to the Gov'r-General—and was pleased. I went on shore to hear the splendid Spanish band play on the "Plaza National." I saw the tomb of Columbus—heard delightful music—saw black eyes that would have destroyed your appetite and produced any quantity of poetical effusions out of you; ate ice cream, and buckling my sword, went on board, returning military salutes as we passed down the different streets. "Bosh" was rather new with a mucklewanger and came near tumbling over the sword every time he struck out.

Mama will show you my journal and papa requests you will keep one for him. Give my best respects to Father McGuire, tell him I shall return to Town as soon as my health is restored.

Bosh was sick 18 days—he suffered terribly—but has not lost fat. He sends his cordial regards and will be happy to hear from you. Papa sends much love, and says that you must try and improve and show your affection for him by making good use of his sending you to school. The *Dolphin* we are now overhauling, and hope to have her a fine-looking craft.

Your affectionate brother,
J. L. READ.

These letters, as the above date shows, were written previous to the capture of the slaver *Echo* by the *Dolphin,* which latter event took place August 21, 1858.

CHAPTER XII

Removes to James River, Va.—Family of Col. J. Jones—Disposes of his home and removes to Washington, D. C.—Life in Washington—Men of mark and hours of relaxation at 1214 K street—Death of Mrs. Maffitt—Lieutenant Maffitt ordered to command U. S. steamer *Crusader*—Duties—Capture of slaver *Bogota*—Description of scenes on board—Letters home—Memorandum of captures—Seizure of forts below New Orleans—The *Crusader's* visit to New Orleans and Mobile, Ala.—Events of her stay at Mobile, etc.—Secession of Alabama—Intention to seize the *Crusader* by desperadoes frustrated—Letter of Lieutenant Craven, U. S. N.

In the latter part of the year 1853 or early in 1854, Lieutenant Maffitt purchased a home in Virginia on the James River, to which he removed his family, and there they lived for the following four or five years. From all I have heard, I imagine their life here was as happy as is permitted to mortals, although the health of his wife began to fail and the location he found was unhealthy, as chills and fevers assailed the family. Among their neighbors and prized friends was the family of Col. J. Jones, father of his shipmate and close personal friend, Lieut. J. Pembroke Jones, U. S. N.

Lieutenant Jones served with Lieutenant Maffitt in the United States Navy from October, 1848, to December, 1849, and from June, 1852, to February, 1855, most of which time he was under the immediate command of Lieutenant Commanding Maffitt, on the Coast Survey. This close friendship continued until Captain Maffitt died. The intimacy between the two families bordered nearly on relationship, and the youngest children acknowledged it by title.

The duties of Lieutenant Maffitt constantly kept him away from home, but at times, when surveying the James River, he was permitted the enjoyment of family life. In honor of his wife, their home was called "Carrieville." Here a second son was born to them, whom they named Colden Rhind, for a

valued friend, Alexander Colden Rhind, who afterward became a rear-admiral in the U. S. Navy. This child lived to be seventeen years old, but was afflicted from his birth, and ever had the most solicitous care and devotion from all of his family; from none more than from his distressed father, who spared no pains or expense to overcome his disabilities.

In 1858 or 1859 Lieutenant Maffitt disposed of his place on the James, and bought a home in Washington City, 1214 K street, where were often gathered those men of mark, Judge Jeremiah Black, Professor Bache, Commodore Sands, Judge Radcliffe and their families. The social life of Washington was then in its zenith, where jealousy of precedence did not invade the loving interest of its members in each other, and each vied to contribute to the enjoyment of the whole. Often have I heard Captain Maffitt laughingly describe an occasion where, at a children's party at his house, he had the dignified Judge Black and others on their knees playing the games of "forfeits" or "Simon says up." Those were halcyon days, the breathing time, before the fires of that fierce fratricidal strife were kindled, into the furnace of which each individual of that happy band was cast in baptism. Even then rumblings were heard, but they seemed afar off, and none realized that those so closely affiliated, both by the ties of professional life and similarity of taste, would so soon be so widely separated, arrayed against each other in battle.

In the winter of 1859, Mrs. Maffitt, after some years of suffering, passed away. It was a sad blow to all, as she had been a devoted mother to the little motherless ones committed to her care by their fond father, as well as to her own, and they testified in after years to her loving care.

Lieutenant Maffitt placed the girls, Florie Maffitt and Mary Read, at the school of Mrs. Kingsford in Washington City, and the boys, Eugene Maffitt and Laurens Read, under the tuition of the Rev. Mr. Lippitt in Georgetown. The younger children were sent to "Ellerslie," the home of his cousin, Mrs.

Hybart, near Fayetteville, North Carolina, where they remained under the care of "Auntie," as they called her, until after the war.

Lieutenant Maffitt had been "detached and ordered to settle accounts" in September, 1858, just after his capture of the slaver *Echo* while in command of the U. S. brig *Dolphin,* and on October 20, 1858, he had been ordered to the Coast Survey Office in Washington, D. C. He seems to have remained in Washington engaged in the duties of this office during the winter of 1859, and thus he was able to render the last affectionate services to his dying wife. The record furnished me by the Navy Department states that "June 11, 1859, he was ordered to be ready to command the (U. S. steamer) *Crusader,*" and on July 28 of the same year he was also directed to "act as purser of the *Crusader.*"

His duties while in command of the *Crusader* were the same as those while in command of the *Dolphin,* namely, to cruise on the coast of Cuba, in order to intercept and capture slavers and pirates. The following is copied from a newspaper clipping found among his papers:

HIGHLY INTERESTING FROM THE GULF.

The capture of another nameless slaver—Full and minute particulars of the chase—Appearance and behavior of the negroes—Condition of the ship—The passage to Key West—Transfer of the Africans and negroes to the Federal authorities, etc., etc.

[From our Special Correspondent.]

U. S. S. "CRUSADER," May 27, 1860.

As the U. S. steamer *Crusader* was cruising in the old Bahama Channel, not far from Nuevitas, on the 23d of May a square-rigged vessel of moderate size was reported from aloft. We immediately stood for her, as no sail is allowed to pass us in these slaver-haunted waters, or even to come in sight, without having her character ascertained. As soon as she found herself an object of pursuit, the strange sail began to behave in such a manner as strongly excited our suspicions, and at length fairly put her helm up and ran in for the shore, thus taking the last and most desperate chance of escape. Unfortunately for her, the wind was so light that she

was prevented from effecting her purpose, and we rapidly overhauled her, notwithstanding that she was carrying all her canvas.

The *Crusader* now hoisted English colors and fired a gun to windward, when, after some delay, the bark (for such she proved to be) finally displayed the French flag at the peak. By this time, however, we were so near that we were enabled to see that her hatches were all closely covered over, and as we continued to approach we could even distinguish at intervals the peculiarly loathsome odor of a crowded slave-ship. Under these circumstances it was determined to board her, and accordingly a boat and the English ensign were lowered at the same time, and the American colors were hoisted. No sooner did the *Crusader's* boat leave her side than the bark hauled down the French colors, and as we subsequently learned, threw them and her Portuguese papers overboard together; so that when she was boarded she had neither papers nor colors, and was confessedly without name or nationality.

For a little while there was dead silence on board both ships, though the increasing strong ammoniacal African odor placed beyond all doubt the fact that the bark had under her hatches a cargo of negroes. And now we began to hear a sort of suppressed moaning, which soon swelled into the unmistakable murmur of many human voices. As our boat reached the side of the bark, and the officer in charge sprang on deck, with a tremendous shout the hatches were forced open from below, and out burst hundreds, the self-liberated slaves. As they caught sight of the "Stars and Stripes" floating so near—which no doubt seemed to these poor wretches like a bright rainbow of promise—they became perfectly frantic with joy. They climbed up all along the rail—they hung on the shrouds—they clustered like swarming bees in the rigging, while rose from sea to sky the wildest acclamations of delight. They danced, and leaped, and waved their arms in the air, and screamed and yelled in a discordant but pathetic concert. There was one thing, however, even more touching than all this outcry of barbaric rejoicing. My attention was attracted to a group consisting of somewhat more than a hundred women, withdrawn apart from the shouting and noisy men. Their behavior was in strong contrast with that of the others, and was characteristic of their sex. Entirely nude, but innocently unabashed, they sat or knelt in tearful and silent thankfulness. Several of them held infants in their arms, and through their tears, like sunshine behind a cloud, beamed an expression of the deepest gratitude and happiness. The men looked as though they had just been raised from despair to the most exultant gladness.

The scene of confusion on board the bark, when the negroes found themselves released from the accustomed restraint, baffles all description. They had, of course, all been kept on a very small allowance of food and water during the passage. The first use they made of their liberty was to satisfy their hunger and thirst, which they did by breaking into the bread barrels and water-casks, and then running about eating, drinking, dancing and screaming, all at once. It mattered but little to them what sort of vessels they drank from—buckets, boxes and troughs were all brought into requisition. I even saw several fellows, happy and delighted, with a piece of bread in one hand and a wooden spittoon full of muddy water in the other.

As soon as their appetites were satisfied, the African fondness for finery began to show itself, and all the loose articles in the ship were employed as personal ornaments. Some fastened belaying pins to their wrists, and some strutted proudly about with copper ladles hung around their necks.

By this time, however, a detachment of marines arrived from the *Crusader,* and order was at once restored and an organization established. The negroes were clothed with pieces of canvas, and the captain, super-cargo and crew sent on board the *Crusader* as prisoners.

They made no claims or remonstrances whatever, but surrendered themselves as slavers without nationality. They stated that the bark had no name, and that all their papers had been thrown overboard with the colors. They seemed to bear their loss with philosophic equanimity. Such a contingency had evidently been regarded by them as a part of their risk, and they were not unprepared for it. The captain is a Frenchman, as is also the super-cargo, and the crew are mostly Spaniards with a few Frenchmen. The negroes were selected from among 3,000 prisoners of war recently taken by the King of Dahomey. They were brought from Whydah, a large town on the slave coast, in the Bight of Benin, the seaport of the renowned Kingdom of Dahomey. They are much superior to the Congos, who usually compose the cargoes of slavers, not only in physique, but also in intelligence. Nearly all are in excellent health, which is no doubt owing to the careful arrangements made for their comfort on board the bark. In number they amount to about 450; and the slave deck affords ample accommodation for them all. During a passage of 45 days from the Gulf of Guinea, seven only have died, which is certainly a very small number.

The passage from Cuba to Key West was made without any deaths among the negroes, and without any incident of interest. Barracoons have been erected at Key West for the accommodation of recaptured slaves, and our cargo will be sent thither as soon as possible. The prisoners will remain in charge of the U. S. Marshal, to await the result of their trial.

This is the first prize captured by the *Crusader* since she has been in the Gulf. It is proper to state that is not to be attributed to any want of activity or efficiency on the part of this cruiser, but is due to the fact that she has been kept a great part of the time away from the station. On her first arrival in the Gulf she found herself dispatched by her sealed orders up the Mississippi to intercept a suspected filibuster expedition and was detained, by instructions from the Government, at anchor off New Orleans for nearly two months. Subsequently, she was again compelled to leave the coast of Cuba for the purpose of having a new deck laid at Pensacola, which involved another month of absence. And on a third occasion, just when several cargoes were expected, an accident to her machinery obliged her to go to Key West for repairs, at the time that the *Wildfire* and the *William* were captured by the *Mohawk* and *Wyandotte*. She is even now in a partially disabled condition on account of a broken cylinder, which it is impossible to repair perfectly, and which should be immediately replaced by a new one.

In corroboration of the above I give the following extracts from letters written by Lieutenant Maffitt to his daughters:

U. S. S. "CRUSADER," Nov. 4th, 1859.
NEW ORLEANS.

MY DEAR GIRLS: You must write to me at once, directing to Warrington, Florida (Navy Yard), and after that Key West, Florida, will be my post-office.

I trust that you are both well and rapidly progressing with your studies. * * * I wrote to you on our arrival, and since that time have been so much *oppressed* with company and ceremony, that not one day have I had to myself—or even an opportunity to use my own cabin.

We have been received with great courtesy; and as for the filibusters we were sent after, they are in large numbers, but afraid to move while the U. S. Government shows a force to prevent their unlawful departure. * * *

I will sail for the Navy Yard, Warrington, Florida, to coal in a few days. * * * Your affectionate father,

J. N. MAFFITT.

KEY WEST, May 9, 1860.

MY DEAR FLORIE: I am in very great haste, having considerable trouble with our engine, which broke down some days ago. It is doubtful if we repair it. Captain Craven has caught a slaver with 514 negroes on board. I would have had one but broke down. * * *

The *Crusader* may have to go north for a new cylinder.

I send money to Mrs. Kingsford to-day. [Mrs. Kingsford was the principal of the young ladies' seminary where the girls boarded.]

Mr. Offley will give you money when 'tis necessary.

Later he writes:

"CRUSADER," AT SEA,
May 22, 1860.

MY DEAR FLORIE AND MARY: We are cruising off the east mouth of the old Bahama Channel, looking out for slavers; if our engine had not broken down on the 30th of April we would no doubt have had a slaver by this time; but as I caught the first it is but reasonable to expect that Captain Craven and Captain Stanley should have the next. If the *Crusader's* engine will only stand, I think we will catch the next; but the truth is I am in constant dread of an accident. The cylinder, the *lungs* of the engine, is broken and only patched up.

I trust that my dear girls are doing very well. Ask Mrs. Kingsford if she received $320 which I sent her? Give my love to all friends and particularly to the school-girls whom I am acquainted with. When you see the Gillises, my kind regards. Have you seen the McIntires lately? Give my love to the Radcliffs.

Write to Auntie [Mrs. Hybart] and tell her that you have heard from me, and particularly congratulate Mrs. Craven on the Captain's success. That you hope he will always have good fortune.

Commodore Smith put $30 in the bank (Mr. Offly's) long ago for you, so you can draw when necessary. Besides, Mr. Offly will let you have money when you require it. Keep our bank account and exact outlays for Mary and yourself.

And now, my dear Mary, how did you fancy the jelly? What a glorious time you girls must have had with it. If I have good reports I'll send or bring you more, as it is now probable that I will see you by the 25th of July, or thereabouts, our engine requiring a new cylinder.

Has our house been rented? Tell me all the news. Mary, my dear, if you will improve in your handwriting, I'll send you a pretty Pena dress; come, there's a fair bargain.

If I do take the *Crusader* north you girls can spend a week on board; but you will have to dress very nicely and be like wax-work! * * * Look at your map and you can see where I am, off Lotus Island on the Bahama Bank. God bless you, my dear children. May you always be good and happy.

Your devoted father,
J. N. MAFFITT.

The next day, May 23, after the above was written, occurred the capture by the *Crusader* which has been described.

A description of the provision made for the reception of the cargoes of these slavers, which was given in "The Key of the Gulf," a newspaper of that date, may not be uninteresting in these days.

The buildings erected on Whitehead Point for the accommodation of the negroes give to that part of the island quite a town-like appearance. Fronting the shore and distant about one hundred and fifty yards from high-water mark, they go down each day and bathe therein. This in itself is a means of great personal comfort, besides being a healthful exercise. The depot is two hundred and fifty-two feet long by twenty-five wide, divided into nine rooms, so that the sexes are separated, as well as children from those of larger growth. In these spacious and well-ventilated rooms they eat and sleep, and during the heat of the day repose from the vertical sun. They are fed in squads of ten, seated around a large bucket, filled with rice and meat, each one armed with a spoon to feed with. Thirty-gallon tubs stand in the center of each room, and they help themselves freely to water.

A New Orleans paper of that date also mentions the captured negroes in the following manner:

The U. S. mail steamship *Galveston*, W. H. Hutchings, commander, from Havana, via Key West and the Florida ports, arrived this morning.

From Pensacola she brings the news that the U. S. steamship *Crusader* had arrived with a French bark having on board 422 negroes in good order, after a passage of 45 days. Seven had died. The bark had a French captain and Spanish crew. At last accounts there were about 1,400 of the captured negroes at Key West. The *Crusader* intended leaving immediately for the coast.

The United States steamer *Crusader,* Lieut. Comdg. John N. Maffitt, came into Havana on the 29th from Key West. The *Crusader* on the afternoon of the 23d ult., off Cay Verde in the mouth of the old Bahama Channel, captured a bark having on board over five hundred negroes from the coast of Africa. The prize was placed in charge of Lieut. J. M. Duncan (first lieutenant of the *Crusader*), and under convoy of the steamer proceeded to Key West, where the slaves were landed, to join those previously captured by the *Wyandotte* and *Mohawk.* There are now over seventeen hundred Africans at that place in charge of the United States Marshal, awaiting the action of our Government in the matter.

The captain and crew of the slaver bark were prisoners on board the *Crusader.* Although the name of the vessel was obliterated, it was stated in Havana that she was the *Bogota,* belonging to New York.

The courtesy and commiseration manifested by Captain Maffitt and the officers of the *Crusader* toward the captured Africans were the theme of particular commendation at Key West and Havana.

Captain Maffitt forwarded his dispatches and mail by the *Cahawba* and proceeded the same day to his cruising ground. The machinery of the *Crusader* is in bad order.

KEY WEST, May 25, 1860.

The cruise of the *Crusader*—Accident to her engines—The capture of the bark *Bogota* with five hundred Africans on board.

My last to you was from Havana, where we went early in April to give the chief engineer an opportunity of repairing our frail engine. After the end of three days we started for our cruising ground on the north coast, and had commenced the cruise in real earnest when a clash in the engine-room that made the hull tremble announced some misfortune. Such was the fact—one of the follower-bolts had broken in the port cylinder and caused the bursting of that left lung of the engine. To make a long story short, we made out to get into Key West, where a board of engineers suggested that the *Crusader* go home at once for repairs, but Captain Maffitt was determined that if anything could be done for even temporary duty the *Crusader* should not leave her station.

Mr. Greier, the senior engineer, with skill, energy, and determination succeeded in banding and jointing the cylinder in spite of what was deemed a "hopeless attempt to repair the injured lung."

On the 13th the *Crusader,* with a saucy look, though by no means a sound constitution, steamed out of Key West with the new screw

sloop-of-war *Seminole.* The *Crusader* held her own quite well, when it is remembered she could not "let out," for fear of bursting the patched cylinder. It is the general belief that the *Crusader* would have outsteamed the sloop-of-war had the engine been in working order.

We parted company off "Key Sal," the *Seminole* heading to the northward and the *Crusader* darting off with flowing sheets to the southward and eastward. For seven days we encountered squally weather, but nevertheless kept up a strict blockade at the eastern entrance to the old Bahama Channel. Nothing was allowed to pass unexamined, and some sixty vessels were overhauled in one week—in fact all that passed.

On Wednesday, the 23d, Captain Maffitt determined to anticipate the arrival of vessels, so he started off toward Nuevitas; but at 10 A. M. the work commenced in style. Vessel after vessel was chased, overhauled, and, being honest, passed. At twelve general suspicion was drawn toward a large bark some miles to the southward and eastward. Our hands were full, as the vessels were numerous and scattered over a large space, but Captain Maffitt concluded to try the character of the bark, so under English colors we bore down. She hoisted a tattered French flag, but the moment we rounded to and hoisted our own flag he lowered the French (which he had aloft only a few moments), tied it with his private papers to a forty-pound lead, and sunk them. We waited for him to show his flag, but he declined to do so.

Lieutenant Duncan boarded him, asked for his papers and under what flag he sailed. "I have no papers, no flag, no name." "Then, sir, I am ordered to capture you." "I expect it, sir; the risk was run for money and here it ends—in failure."

At this moment the negroes rushed on deck in hundreds; the boarding crew cheered, and from the anxious decks of the *Crusader,* the cheer was answered back most heartily. The admirable discipline of the *Crusader* was now conspicuous. Captain Maffitt ordered the prisoners brought on board. A prize crew was dispatched and Lieutenants Duncan and Bonham and Mr. Kennedy were sent in charge. The negroes manifested the most frenzied delight, cheered, yelled, and clapped their hands; it seemed as if pandemonium was let loose; but in twenty minutes silence and order reigned, and, much to the astonishment of all hands, off darted the *Crusader* on another chase ending in the inspection of a transport. She returned and took her prize in tow for Key West. The prisoners stated that the *Mohawk* had passed them on Tuesday. The captain saw her boarding vessels off Nuevitas.

The captain of the bark is apparently a Frenchman (he speaks English well), is of pleasant and gentlemanly deportment, with the amusing philosophy and sang froid of his race. When he came on board Captain Maffitt addressed him thus, "You declined to manifest your nationality, sir?" "I have no flag, no name, no papers; I am a slaver, sir, and now your prisoner." "Is that all you have to say in reference to this capture?" "That is all, sir."

The crew of the bark are rather heterogeneous in their appearance and nationality. One or two may be English or American; but they are not going to "blab" anything, though they asked in the old Anglo-Saxon vernacular, "Where shall we get our grog, sir?"

The captain and super-cargo were invited into the wardroom mess, and in a few hours were quite at home, laughing and talking as if it was a devilish good joke. Mr. Lewie, the super-cargo, resides near Paris, is a man of means, and has made several successful runs of Africans into Cuba. Of what nation he is no one can tell. He speaks English well and might be taken for a Yankee galvanized into a Frenchman or Spaniard, as circumstances might dictate.

The negroes are in a fine healthy condition, and were purchased from the King of Dahomey at "Wydah." They were prisoners of war.

A memorandum in Captain Maffitt's writing gives this list of slavers captured by him up to August 21, 1860—*Echo, Bogota, Kibly,* July 23, *Young Antonio,* a pirate, August 14, 1860.

Another newspaper clipping in regard to the *Crusader* is headed:

SEIZURE OF THE FORTS BY ORDER OF THE GOVERNOR.

NEW ORLEANS, January 10, 1861.

All the troops in New Orleans were under arms last night by order of Governor Moore—Five companies embarked this morning * * * to seize the arsenal at Baton Rouge—The Orleans Battalion Artillery and four companies embarked at eleven for Forts Jackson and St. Philip, forty miles below, on the Mississippi, commanding the approach to New Orleans—The wharf was crowded with citizens, who vociferously cheered the departure of the steamer—Three companies left

this afternoon on a steamer to seize Fort Pike on Lake Pontchartrain—New regiments of troops are being organized—A rumor prevails that the war steamer *Crusader* is coming up the river, and the highest excitement prevails—Texas and Florida will also seize their fortifications—The troops in Mississippi and Tennessee are also arming—Eight hundred thousand dollars in specie arrived to-day from New York.

THE GUNBOAT "CRUSADER."

Our previous accounts of the *Crusader's* movements were that she entered the harbor of Mobile on the 3d inst. and anchored off Dog River Harbor. She sailed from Pensacola, and her mission was to get a draft cashed for prize money due her complement on account of the sale of a slaver captured by her, this effected she was to sail without delay for her station on the coast of Cuba. Now she turns up below New Orleans.

The following is a list of the officers of the *Crusader:* Lieutenant commanding, John N. Maffitt; first lieutenant, James M. Duncan; second lieutenant, James E. Jewett; third lieutenant, A. K. Benham; master, B. R. Wallace; surgeon, B. B. W. Greenhow; first assistant engineer, Jno. A. Grier; third assistant engineers, L. Campbell, O. H. Lackey, P. A. Rearick; captain's clerk, Mr. Littlejohn; purser's clerk, Dehaven Wilson; master's mate, Mr. Walton.

What a contrast this to the former visit of Lieutenant Maffitt which he mentions in his letter of November 4, 1859, stating that on account of the attention shown, "he had not had one day to himself."

Below is a copy of a memorandum written for me by Captain Maffitt some years ago:

In January, 1861, while in command of the U. S. steamer *Crusader,* I was ordered by the Secretary of the Navy to sail from Pensacola and proceed to Mobile and there cash a check on the Collector of the Port for the prize money due the officers and crew of the vessel under my command. The order was obeyed and the check presented, but some hesitation and delay was manifested in regard to cashing the Government check.

The city was at the time much agitated by the ordinance of secession that had been adopted by the State of Alabama, and some feeling was aroused by the presence of the Government

steamer *Crusader,* and it soon became known to me that a band of desperadoes were organizing with the avowed object of assaulting and capturing her. I immediately placed the steamer in a defensive position, got up steam and prepared for action.

At an interview with Colonel Forsyth, the editor of the *Mobile Register,* and Colonel Murrell, also an influential citizen, I stated that if steamers approached me with hostile intent I would open my broadsides and sink them in fifteen minutes with every desperado on board of them.

This expression of my determination and the influence of Colonel Forsyth checked the projected scheme of capturing a National man-of-war and the intention was reluctantly abandoned.

The money was paid and the *Crusader* departed to resume her old cruising ground for the capture of slavers who were prostituting the American flag.

On receiving orders to sail for New York, I proceeded to Havana, and through the American consul made an effort to negotiate with the Bank of Havana for funds required for the necessities of the vessel.

In consequence of the disturbed state of our country, the negotiation failed and I was under the necessity of making use of my prize money for the requirements of the steamer.

I arrived in New York and turned the vessel over to the proper authorities. I received an order to settle my accounts as *acting paymaster* of the vessel.

My provision and clothing accounts were promptly balanced, but my cash account received no attention from the 4th Auditor, though for several months I was a constant applicant for a settlement, in order that I might be reimbursed for the necessities of my family. I think the balance due me and loaned to the Government should be paid. Of course I cannot now state the amount as my accounts were never audited, but held in abeyance in consequence (so I was informed) of my presumed secession proclivities.

The steamer was in want of funds, and money could not be obtained, and I loaned the required amount to the Government.

My duplicate accounts, which were in a trunk of valuables left in Charleston, were all burned up in the great Charleston fire, so there is nothing but my returns in the 4th Auditor's office to substantiate my application.

This letter shows that even then many had entered within the shadow of coming events:

U. S. STEAMER "CRUSADER,"
KEY WEST, January 11, 1861.

MY DEAR FLORIE: In the cabin of the *Crusader* I seize a moment of quiet to say God bless you. Your father has given me such agreeable accounts of his visit to you, that I can almost fancy I have just seen you and Mary.

In these days of gloom, my dear girls, it is always pleasant to remember the sweet, young and fresh hearts of Florie and Mary—long may you live in the enjoyment of every happiness—may the perils which encompass our country never come near or disturb you—may no dark clouds shadow your journey through life, but at each turn of the road, brighter and brighter be your days.

Impromptu do I write on this stray sheet of paper, but my heart's prayers may be wafted to you on the air which brings to me remembrance of other and cheerful days.

Be assured, dear girls, of the affectionate remembrance of your friend,

T. AUYS CRAVEN, U. S. N.

CHAPTER XIII

Passing of old life and loved associations—Resignation accepted—Extracts from private journal—Leaves Washington and starts South—Arrives in Montgomery and interviews Mr. Davis—Receives a lieutenant's commission with orders to report to Commodore Tatnall—Ordered to command the *Savannah*—Various proposals—Coming of Admiral Dupont's powerful fleet and battle of Port Royal, S. C.—Joins the staff of Gen. Robert E. Lee—Duties and Incidents—Letters home.

And now we have reached that most trying and deplorable period in the history of the nation, and of the man of whose life and services this is a record.

Devoted to his profession, which he has often assured me he loved better than life, with all its garnered treasures of association, of honors hardly won, and proudly borne, all its brilliant prospects, must not this man's soul have quailed at the necessity to which he felt compelled to yield, the necessity of resigning *all* and going forth, he knew not to what future? All of his means of livelihood, his property of every description, he must leave behind when he gave his loyalty to the South.

Not even the patriarch Abram faced such a crisis, when called upon to leave his home in the city of Ur of the Caldees, for he went out rich, carrying his treasures and his property with him.

But there is no mention of this sacrifice, no reference whatever to his feelings and his struggles (for he must have had such) in his private journal from which I am about to cull the following pages.

From the statement of the Navy Register, furnished me, I copy a brief entry: "March 1, 1861.—Detached and ordered to settle accounts. June 4, 1861.—*Resignation accepted* from May 2, 1861."

From Private Journal:

WASHINGTON, April 13.—At 6 P. M. the news of Fort Sumter's fall was circulated and the excitement was intense. All Southerners were jubilant; the Black Republicans gave vent to the most excessive expressions of indignation—yet but few fancied that there would be war between the North and the South—all seemed to think that a conference would take place, that unquestionably should put to rest all vexed questions, and the Union, through conservatism thus be saved.

Maryland was convulsed by internal dissension. The Union was popular until troops commenced passing through Baltimore on their way South, when Southern sentiment rose superior to the Union feeling and a regiment of soldiers from Massachusetts were mobbed on Pratt street. In four hours secession flags and badges, that had not been permitted ere this, were in general circulation, and the ladies particularly were conspicuous in their demonstration of Southern sentiments.

Forts were falling into the hands of the Southerners, a Government was formed at Montgomery, Ala., and Jeff Davis elected President for the provisional year.

President Lincoln called for 75,000 troops and the clouds began to gather, though occasional rays of sunshine gave hopes for the moderates.

April 28, 1861.—I sent in my resignation this day. Found that I could not collect bonds due me, or yet transfer my property, packed up and made ready for a Southern course. On the 18th I had started my children to Charleston on a visit to my brother-in-law, John Laurens, from thence to proceed to "Ellerslie," near Fayetteville, North Carolina, where their home would be in the family of my cousin, Mrs. Eliza Hybart.

Washington was full of soldiers and the roll of artillery wagons could be heard day and night as battery after battery entered the city. Still, no one, even after the fall of Sumter, seemed to anticipate that a great revolution was at hand. The abolitionists were vindictive and vented their sentiments right and left. Southern families were daily departing and resignations from the Army and Navy were daily announced in language of gall and bitterness.

About this time the *New York Herald* turned a complete somersault—in one day it changed from ultra Southern to the most uncompromising Administration paper. Fear of the New York mood, for the "flag fever," was reaching a height of perfect fanaticism.

April 29.—The Government had now commenced to taboo those suspected of Southern proclivities, and secret arrests were being made. Being informed by a reliable friend that my name was on the list of those who were to be arrested, I concluded that my property had to take care of itself, and I made my arrangements to secretly depart.

May 2.—I managed through the kindly feeling of a Federal officer to pass over the Long Bridge, which was carefully guarded by a battery and company of artillery. How 'twas done becomes me not to state even in a private journal—but this much I will say, the officer who befriended me did not imagine that hostilities would occur. In a brief time he lost his battery and was captured at Bull Run.

I remained in Alexandria all night, and on the morning of the 3d of May I started for Richmond and arrived in Montgomery on the 7th.

In an interview with Mr. Davis, in which I offered my services to the Confederacy, he informed me that the South did not contemplate creating a Navy, and on my asking the pertinent question why then were naval officers invited to resign their positions in the United States Navy and join the Confederacy, his answer was that they could join the Army. Mr. Davis said, "Our friends at the North assure us that there will be no war." I replied by giving him a description of the troops which I myself had seen pouring into Washington, and also informed him that the roll of the artillery went on day and night.

So unsatisfactory did this interview prove, and so discouraged was I, that I went to the hotel to pack my trunk for Europe. Upon this scene came with haste Robert Toombs, Ben Hill, and others, who came direct from seeing Mr. Davis, and who insisted that I reconsider my determination, and assured me that the Confederacy could not afford to lose my services. I finally received a lieutenant's commission, with orders to report to Commodore Tatnall at Savannah, Georgia.

General Beauregard had politely invited me to join his staff, but much to my regret the Secretary refused the permission.

I was pained to find that the Cabinet was injudiciously selected. Mr. Walker, as Secretary of War, fell far short of the requirements of his important office. Of all positions that most required energy, knowledge, and promptness of conception, the office of Secretary of War surely was paramount. But not a member of the Government anticipated war—not one; hence there was short-sighted policy and a lack of action, that distressed those who, recently from the North, had witnessed the great gatherings

and the tremendous exertions of the Navy Department for the occasion. Unfortunately for the Navy, Mr. Davis was not impressed with the necessity of building ships and preparing the South at a time when economy and success could have been secured. The Confederate Government was anxious for a peaceful separation, and the wish was father to the thought—consequently, but little energy was manifested for a struggle, while at the North all was activity and practical application of immense means.

Mr. Mallory was placed at the head of the Navy Department, in marked opposition to the sentiment of the people. The Senate —a provisional Congress—repeatedly rejected his nomination on the grounds of inability for the office; but Captains Rosseau, Tatnall, and Ingraham indorsed him, and their judgment eventually biased the Congressional vote. The puerile attempt to improvise a Navy is a part of the melancholy history of our mistakes.

In *The United Service* Magazine for October, 1880, Captain Maffitt writes:*

As if by magic, the city [Montgomery] became thronged with military aspirants; martial music resounded through the streets, as volunteer companies from adjacent towns and counties marched to the fair-ground, which was soon transformed into a field of Mars.

All arrangements connected with the *military* status of the Confederacy appeared to move in a smooth and even groove, propelled, as it were, by the natural proclivities of the people; but when the question of the inauguration of a *Navy* was propounded, the Government instantly seemed to be at sea without rudder, compass, or charts by which to steer upon the bewildering ocean of absolute necessity.

Many of the States, as they severally withdrew from the old Union, had established provisional State navies. The Governors of each State, by authority of their legislatures, purchased such small river steamers and tug-boats as were obtainable, armed them with one gun each, and placed them in charge of such ex-naval officers as had resigned from the Federal Navy. When the Confederacy assumed its functions as an inaugurated government, the States transferred their troops and provisional navies to the same, and officers and vessels were enrolled upon the official Naval Register.

As an exclusively agricultural community, the South had hitherto depended upon the North for all her maritime necessities, and this

*"Reminiscences of the Confederate Navy," John N. Maffitt.

commercial sectionality left her, as a natural consequence, without seamen, machine-shops, ship-yards, or any of those accessories upon which nautical enterprise depends. These serious obstacles, with the aid of intelligent naval officers, could, for general practical purposes, have been surmounted. The Confederacy called for the naval sons of the South, and promptly—with but few exceptions—the call was responded to by educated and efficient gentlemen, who severed their connection with the Federal service at great personal as well as professional sacrifice.

Dire necessity soon coerced the Government into placing some force upon our threatened waters, and the Secretary of the Navy was under the necessity of obtaining such steamers as could be purchased in open market. The vessels thus obtained were of the most fragile character, generally consisting of old dilapidated tugboats and flimsy passenger steamers, sans speed, sans ability to support suitable ordnance. All were purchased at speculative prices, and at much exceeding the cost of constructing (at the favorable period) substantial and efficient gunboats. A brief experience, coupled with mortifications, convinced the Navy Department that steamers built for commercial purposes were not in the least calculated for the necessities of war. Contracts were accordingly entered into at New Orleans and other places for the construction of proper war vessels.

I again quote from the journal:

On May 9 I arrived in Savannah and was ordered to command the *Savannah*, recently a passenger boat by the inland route to Jackson, Florida. A more absurd abortion for a man-of-war was rarely witnessed, and the *Sampson* (old tug), *Resolute* (old tug), and *Lady Davis* (iron tug), were like unto the flag-ship.

When called upon for my opinion I unhesitatingly condemned the whole squadron, save as provisional guard-boats, and suggested that vessels of proper capacity should be at once built and purchased.

On the 6th of June I was sent to Norfolk for guns to mount on the squadron, and was also instructed to send thirty to Beauregard, who then commanded at Charleston, South Carolina. I obtained thirty-six 32-pounders and stores for Tatnall's squadron.

I visited, with Colonel Withers of Mobile, Alabama, the different batteries, and concluded that Norfolk was well defended. General Huger assumed command. There was no building at the Yard, though the *Merrimac* was in dock for repairs.

Throughout the South a kind of desultory style of defense was in progress, but nothing commensurate to our necessities and the crisis that was evidently approaching. The Yankees were held too much in contempt—great stress was laid on the recognition of the Confederacy by the necessities of Europe, a delusive hope pregnant with misfortune. The moral sentiment of the world is against us on the question of slavery, and though cotton has its power, I very much fear that we will ere long become convinced that 'tis not regal—we must achieve our independence and alone.

I made various proposals: 1st, To destroy New York Navy Yard—not difficult at the period. (No favor shown it.) 2d, I suggested the importance of running in large quantities of arms, clothing, stores, shoes, provisions, etc., as the blockade was not as permanently established as it unquestionably would be. (No!) 3d, To purchase in England and France propellers with powerful engines, to be used as gunboats, to be built at once and adapted to our waters. (No.) 4th, To turn the ship *Thompson* (a prize), of 1,200 tons, into a floating ironclad battery for Port Royal and to separate the guns of the two forts, so as to spread them along the line of beach, that the enemy in the event of assault would not have so small a focus on which to concentrate their fire. (Agreed to when too late!)

During the summer much sickness prevailed in the squadron—mostly swamp fevers of the worst character.

The vessels made frequent inland cruises and always gave evidence of their total inability to meet the Federal gunboats with prospect of success.

In the article before referred to in *The United Service* for October, 1880, Captain Maffitt writes:

Early in October of 1861 information of the fitting out of a powerful fleet under Commodore Dupont, particular destination then unknown, reached Richmond. Shortly after this President Davis received a private dispatch notifying him that its destination was Port Royal, South Carolina. This information was conveyed to Commodore Tatnall, whose headquarters was at Savannah, his command embracing Port Royal and Charleston.

The Secretary of War in ample time had ordered the construction of two forts for the defense of Port Royal, one on Hilton Head, to be called Fort Walker, the other, a secondary fort across the harbor on Bay Point, to be called Fort Beauregard. The construction of these works had been reprehensibly procrastinated

until the ninth hour, when, in haste and confusion, raw troops, strangers to any ordnance above a 12-pound field-piece, were hurried into the imperfectly constructed earthworks to battle without drill or target practice against a masterly array of force.

The excuse offered by the commanding general for neglecting to exercise and familiarize his artillerists with target drill was the scarcity of ammunition. The Commodore replied, "Half the allowance spent in practice will more likely insure good results for the balance in fighting."

On the afternoon of the 3d of November it was reported from the mast-head that the ocean was covered with ships and steamers. Commodore Tatnall immediately stood toward the bar for the purpose of making a reconnaissance. For several days the Federals were employed in buoying out the channel, preparatory to their grand attack. On the 7th Commodore Dupont, in the frigate *Wabash,* mounting forty-four heavy Dahlgren guns, steamed up the bay, followed in close order by the frigates *Susquehanna* and *Pocahontas,* with the sloops-of-war *Vandalia, Seminole, Mohican, Pawnee, Madilla, Ottawa, Seneca, Pembina, Augusta, Bienville, Curlew, Penguin, Isaac Smith, Forbes, Vixen,* and others, the heavy batteries of the fleet amounting to two hundred and fifteen guns.

As farcical as it appears, and was, the mosquito squadron of the brave Tatnall absolutely had the temerity to engage the enemy. His flag-ship consisted of an old passenger St. John's steamer, mounting one 32-pound gun forward and one 18-pound gun aft. Then came two ancient, used-up tug-boats, each mounting one 32-pound gun; the next, a rotten North River cattle-boat, mounting one 18-pound gun; a dwarfish tugboat from the James River slightly armed, bringing up the rear. A partial broadside from the *Wabash* scattered this diminutive fleet, and one of her 11-inch shells entered the *mail-room* of the flag-ship, but fortunately did not explode. The gallant old Triton, with a humorous expression of countenance, remarked to his flag captain, "that under the accumulation of circumstances discretion was the better part of valor, and they had best retire, and, like Micawber, 'wait for something to turn up.' "

Of course success was out of the question,—the colossal force of the Federals insured their success,—and Port Royal after a brave defense by the forts of four hours, fell into the possession of the enemy.

Tatnall's fleet, after rendering efficient service to the defeated soldiers in their retreat, passed through Skull Creek, and soon anchored in the harbor of Savannah. The immortal flotilla was

consigned to harbor defense during the rest of the war, as Fort Pulaski, which commanded the entrance to the river, was soon after captured by the Federals.

In December the enemy had all the harbors of Florida, Georgia, and South Carolina, save Charleston.

About the eleventh of November I joined the staff of Gen. Robert E. Lee, and went to his headquarters at Coosawhatchie, South Carolina. My special duties were mapping the roads, building forts, and obstructing the Coosaw River.

Many interesting events personal to myself occurred during my very agreeable association with General Lee, but as they were generally comical and not in consonance with my present feelings, of sadness and despondency, I do not feel the inclination to record them.

In happier mood beside our fireside at the "Moorings" I have heard Captain Maffitt relate these experiences, of one or two of which memory retains the facts, but not the inimitable humor with which they were recounted.

He was one night returning to camp from a reconnaissance, riding a horse tall, raw-boned, and noted more for the size of his feet and heavy build than for his speed, when he was arrested by a sentinel's call to halt and give the countersign. Not having received it, and being very anxious to reach headquarters, as the night was bitter cold, he tried to conciliate his obstructionist, but at the least movement which he made to get nearer, his friend would sing out, "Whoa up, or I'll fotch ye down!"

"How is it at camp now, friend?" he would essay.

"A little measley and a little mumpy," was the gruff reply.

Finally the captain of the guard arrived and the situation was relieved.

One day a report was made that a troop of the enemy had landed and were occupying the residence of a planter across the river, and plans were made to dislodge them. A company was detailed and in the silence of a moonlight night the advance was begun. A courier was sent ahead to reconnoiter. He soon returned, and reported that the enemy were evidently in possession, as he could indistinctly see their shadows a

they moved across the lawn, and could hear their tramp upon the piazza. A consultation was held and the order was given to advance cautiously across the bridge on hands and knees and gain the cover of the trees on the other side. This was done, and soon some distance away could be heard the tramp of many feet and indistinctly shadows were seen moving among the trees on the lawn in front of the house. The order was hastily given to fire, and a volley of musketry awakened the echoes, when the baa! baa! of a number of goats rent the air, and accounted for their supposed foes. With chagrin they hastily retreated, and none was in haste to report at head-quarters.

When the officers would exert themselves to secure a good turkey, or some tempting dish for the General's table, he would invariably send the repast to the hospital and remark, "Bacon and corn bread are good enough for well men." To return to the journal:

The troops were raw, badly clad, and almost without organization. In truth, such was the inefficient state of affairs in regard to law, discipline, and drill, that my misgivings were seriously awakened as to our ability to hold the Charleston and Savannah Railroad.

General Pemberton arrived, and his energetic assistance to General Lee soon produced improvements, and hope dawned.

Letter from Lieutenant Maffitt to his children:

COOSAWHATCHIE, SOUTH CAROLINA,
December 20, 1861.

MY DEAR GIRLS: I am well, hard at work, and my duty is of a general character—surveying, erecting batteries, placing obstructions, etc. I have not resigned from the Navy, but am *Naval Aide* to General Lee—on temporary duty as such until all is arranged here for a general defense. I am much pleased thus far, and my efforts are *highly appreciated.* Laurens [his step-son] is with me. The young gentleman is having his old iron worked up finely! Truly he has not had time to write. Eugene* [his son] says he

*These two young men, Eugene Maffitt and Laurens Read, were in the battle of Port Royal.

has written to you, and I hope that you have received the letter. The mails are very irregular. My letters (one to Johnnie also) should long ere this have been replied to. I lost much by the destruction of your Uncle John's house [in the Charleston fire]—clothes, books, important papers, accounts; and Laurens *all* except what he had on; 'tis a terrible loss to your uncle and aunt—they saved nothing.

Give my love to Cousin Eliza and tell her she has not said one word about Mary and the school. The time approaches.

Have no news. Am very much engaged. Kiss the little ones for me. With love to all,

I am your devoted father,
J. N. M.

CHAPTER XIV

Ordered to the C. S. steamer *Cecile*, blockade-runner—Extracts from his article on blockade-running in *The United Service Magazine*—Establishment of blockade-running—Passing the blockaders by the *Cecile*—Their phantom forms suddenly appear—The moment of trial—Blaze of drummond-light and roar of guns and bursting shells—Perils of position—*Cecile* escapes—Chased by U. S. Steamer—Arrival at and departure from Nassau on return trip—Fired upon by three Federal men-of-war—Passing out of range, is called on deck by call of burning vessel—Goes to rescue—While passing between two blockaders is ordered to heave-to, but escapes—Ordered to command the *Nassau* (late *Gordon*).

I quote from his journal the following:

On January 7 I was ordered to the steamer *Cecile* to run the blockade and bring in arms, ammunition, stores, etc., for the Confederacy.

Yielding to the many importunities of friends interested in the subject, Captain Maffitt prepared for publication in *The United Service* Magazine for June and July, 1882, the following description of his experience in "blockade-running":

As the war between the States expanded into gigantic proportions, it became manifest that great as was the ingenuity and industry unexpectedly developed by the people of the South, they were nevertheless totally inadequate to supply the increased military demands. The pressure on the Government at Richmond occasioned deep anxiety and uneasiness that could not be concealed.

At this important crisis the public-spirited mercantile firm of Frazier, Trenholm & Co., of Charleston, South Carolina, promptly came to the rescue. They possessed a number of swift steamers which were employed in running the blockade for commercial purposes. Influenced by patriotic zeal, these vessels were immediately employed in introducing supplies for the support and equipment of the armies of the Confederacy. This relief was most efficient.

* * * * * * *

CAPTAIN MAFFITT
IN UNIFORM OF COMMANDER, CONFEDERATE STATES NAVY, 1863

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From Virginia to Texas every port was being blockaded by the Federal Navy. The North was determined to dethrone "King Cotton," and nullify his ability to aid the Confederacy with credit abroad for the purchase of materials of war. This important Southern staple was bread to millions of Englishmen, who beheld with consternation its confinement to America. Prices were advancing, work falling off, and wages declining. The murmurs of the poor heralded the season of distress, that precursor of hunger and cold, with those attending diseases that are born of privation.

In the Confederacy cotton abounded; few could purchase with prospects of exportation. Here it sold for three pence the pound, and brought in England from two shillings and three pence to two shillings and eight pence, realizing a gross profit of about fifty-eight or sixty cents. A steamer with the average capacity of eight hundred bales often netted on the round trip about four hundred and twenty thousand dollars. These fabulous profits, coupled with the increasing demand, excited not only the cupidity, but characteristic enterprise of British merchants. In less than eight months after the inception of hostilities and closing of Confederate ports, the ship-yards of England and Scotland were actively engaged in the construction of suitable steamers for blockade-running. In a brief time the harbors of Bermuda and Nassau swarmed with sky-colored vessels eagerly seeking pilots and adventurous seamen to assist in transporting desirable cargoes into Dixie. Thus as an *institution* blockade-running was established.

In the hands of foreigners it proved in some respects injurious. The in cargoes were usually paid for with Confederate currency and by the blockaders changed into gold at enormous discount, thereby producing a perceptible depreciation in the status of our money. Many adventurous speculators made fortunes, while others again came to grief. Notwithstanding the difficulties and extreme hazards attending these ventures, cotton, with its magnetic power, attracted constant supplies for the war, and enabled our armies to maintain a bold and oft successful opposition to the splendidly equipped men of the North.

In consequence of my knowledge of the Southern coast, I was ordered to command one of these steamers, the *Cecile,* offered to the Government by Frazier, Trenholm & Co. She was reported to be unusually fast, and could stow to advantage about seven hundred bales of cotton. With the cargo on board we departed from Wilmington and before sunset anchored off the village of Smithville. Twilight afforded an excellent opportunity to recon-

noiter the enemy. They were numerous and assumed their stations with an air of vigilance that seemed to announce the channel as hermetically sealed for the night. The prospects afforded no joyful anticipations of a pleasant exit.

As it was necessary to bide the movements of the moon, her sluggishness in retiring for the night was regarded with considerable impatience. At last her royal majesty, over the margin of the western horizon, tips us a knowing wink and disappears. We improve the hint and get under way. In silence Caswell is passed, and a dim glimpse of Fort Campbell affords a farewell view of Dixie, as the steamer's head is turned seaward through the channel. The swelling greetings of the Atlantic billows announce that the bar is passed; over the cresting waves the good craft swiftly dashes, as if impatient to promptly face her trials of the night. Through the settled darkness all eyes on board are peering, eagerly straining to catch a view of the dreaded sentinels who sternly guard the tabooed channel. Nothing white is exposed to view; every light is extinguished, save those that are hooded in the binnacle and engine-room. No sound disturbs the solemn silence of the moment but the dismal moaning of the northeast wind and unwelcome, but unavoidable, dashing of our paddles.

Night-glasses scan the bleared horizon for a time in vain; suddenly an officer with bated breath announces several steamers. Eagerly pointing he reports two at anchor and others slowly cruising. Instantly out of the gloom and spoondrift emerges the somber phantom form of the blockading fleet. The moment of trial is at hand; firmness and decision are essential for the emergency. Dashing between the two at anchor, we pass so near as to excite astonishment at our non-discovery; but this resulted from the color of our hull, which, under certain stages of the atmosphere, blended so perfectly with the haze as to render the steamer nearly invisible.

How keenly the grim hulls of the enemy are watched! how taut, like harp-strings, every nerve is strung, anxiously vibrating with each pulsation of the throbbing heart! We emerge to windward from between the two at anchor.

"Captain," whispered the pilot, "according to my chop logic them chaps aren't going to squint us this blessed night."

Ere a response could be uttered a broad-spread flash of intense light blazed from the flag's drummond, for in passing to windward the noise of our paddles betrayed the proximity of a blockade-runner. "Full speed!" I shouted to the engineer. Instantly the increased revolutions responded to the order. Then came the roar

of heavy guns, the howl of shot, and scream of bursting shells. Around, above, and through the severed rigging the iron demons howled, as if pandemonium had discharged its infernal spirits into the air.

Under the influence of a terrible shock the steamer quivers with aspen vibrations. An explosion follows; she is struck!

"What is the damage?" I ask.

"A shell, sir, has knocked overboard several bales of cotton and wounded two of the crew," was the response of the boatswain.

By the sheen of the drummond-lights the sea is so clearly illuminated as to exhibit the perils of our position, and show the grouping around us of the fleet, as their batteries belched forth a hailstorm of angry missiles, threatening instant annihilation.

In the turmoil of excitement a frightened passenger, contrary to orders, invaded the bridge. Wringing his hands in agony, he implored me to surrender and save his life and the lives of all on board. Much provoked, I directed one of our quartermasters stationed near me to take the lubber below. Without ceremony he seized the unhappy individual, and as he hurried him to the cabin, menacingly exclaimed, "Shut up your fly-trap, or by the powers of Moll Kelly I'll hould ye up as a target for the divarsion of them Yankee gunners!"

As perils multiplied, our Mazeppa speed increased and gradually withdrew us from the circle of danger. At last we distance the party. Spontaneously the crew give three hearty cheers as a relief to their pent-up anxiety, and every one began to breathe more naturally.

During the night we were subjected to occasional trials of speed, to avoid suspicious strangers whose characters could not be determined. In fact, nothing in the shape of a steamer was to be trusted, as we entertained the belief that Confederates were Ismaelites upon the broad ocean—the recipients of no man's courtesy.

Day dawned upon one of ocean's most beautiful mornings; the soft blue sky circled the bluer horizon, and over the broad expanse a profound calm settled upon the sleeping waters. It seemed difficult to realize that such serenity was ever tortured into the most wild and terrific commotion by the rude storms and hurricanes that often held high revelry, where now not a ruffled wave appeared or a gentle ripple bleared the mirrored surface. Solitary and alone we pursued our voyage, flattered with the hope that it would terminate without interruption. At four in the afternoon we were aroused from this felicitous reverie by the familiar cry from the mast-head of "Sail ho!"

"Can you make her out?" was the official interrogatory.

"Yes, sir, a large steamer heading for us."

Our course was immediately changed; so was that of the stranger. When she was reported we were engaged in overhauling the engines and cleaning fires. Of course our speed under these circumstances was inconsiderable, and the steamer neared us without difficulty. Annoyingly soon the old flag was recognized,—in former days a welcome banner,—and the chase commenced. Night approaches in a royal blazonry of gold and crimson, and the sun sinks below the horizon, leaving a brief twilight to light up the scene of contest. Some derangement of our engines depletes our speed, and the unpleasant knowledge causes the thermometer of hope to fall below zero. Perplexed and annoyed, I debated the expediency of relieving the vessel by throwing overboard a portion of her cargo. Fortunately, a happy thought came to my mind. Promptly acting upon the mental suggestion, I sent for the chief engineer, and inquired if he had a quantity of coal dust convenient.

"I have, sir," was the response.

"Be ready in fifty minutes to feed with it, and have at hand clean fuel that will not smoke. The order will be given in due season."

In the darkness of night a chasing vessel is guided by the smoke of the fleeing craft. The fact was familiar from experience, and at the proper moment I availed myself of the acquired knowledge. The enemy held his own, though at times we thought he gained upon us. At length I directed the engineer to give a liberal application of coal dust, and instantly dense volumes of sooty vapor rolled out of the funnels and traveled on the bosom of the northeast wind to the southward and westward. By the aid of good glasses we were charmed to observe that the bait had been swallowed, as the Federals steadily pursued our bank of smoke. When this became obvious, clean coal was applied that emitted no telltale evidence of our position. The course was changed to the northward and eastward, and the enemy left to capture the Confederate's shadow. This successful ruse excited much hilarity and considerable laughter over what was considered "a cute trick."

At sunrise, entering the friendly port of Nassau, we were warmly greeted by many friends—by none more vociferously than the sons of Africa. The cargo was promptly landed and the return freight received on board.

We are ready to depart; friends bid us farewell with lugubrious indulgence of fears for our safety, as the hazards of blockade-running had recently increased in consequence of the accumulated force and vigilance of the enemy.

Discarding all gloomy prognostications, at dusk we left the harbor. Before break of day Abaco light was sighted, a place of especial interest to Federal cruisers as the turning-point for blockade-runners. At the first blush of day we were startled by the close proximity of three Federal men-of-war. Not the least obeisance made they, but with shot and shell paid the early compliments of the morning.

The splintering spars and damaged bulwarks warned us of the urgent necessity for traveling, particularly as nine hundred barrels of gunpowder constituted a portion of our cargo. A chance shell exploding in the hold would have consigned steamer and all hands to Tophet. We were in capital running condition, and soon passed out of range. Tenaciously our pursuers held on to the chase, though it was evident that the fleet Confederate experienced no difficulty in giving them the go-by. In the zenith of our enjoyment of a refreshing sense of relief, the old cry of "Sail ho!" came from aloft. The lookout announced two steamers ahead and standing for us. A system of zigzag running became necessary to elude the persistent enemy. Our speed soon accomplished this object. In about three hours the Federals faded under the horizon, and our proper course for the Cape Fear was resumed. Those who needed repose retired for the indulgence. My relaxation from official cares was of brief duration, as a gruff voice called out, "Captain, a burning vessel is reported from aloft, sir."

Repairing on deck, by the aid of a spy-glass I could distinctly see, some four miles ahead, a vessel enveloped in smoke. Though not ourselves the subjects of charity, nevertheless we were human, and as seamen cherished the liveliest sympathy for the unfortunate who came to sorrow on God's watery highway. Regardless of personal interest, your true Jack Tar scorns the role of Pharisee and prides himself upon the Samaritan proclivities that fail not to succor the sufferer by the wayside.

Increasing our speed, we quickly ran quite near the burning vessel. She proved to be a Spanish bark, with ensign at half-mast. Out of her fore hatch arose a dense smoke. Abaft were clustered a panic-stricken group of passengers and crew. Among them several ladies were observed. An ineffectual effort had been made to hoist out the long-boat, which was still suspended by the yard and stay-tackles.

Sending an officer aloft to keep a sharp lookout that we might not be surprised by the enemy while engaged in succoring the unfortunate, the chief mate was dispatched in the cutter to render such assistance as his professional intelligence might suggest. He found the few passengers, among whom were four ladies, much

calmer than the officers and crew; the latter, in place of endeavoring to extinguish the fire, which had broken out in the forecastle apartment, were confusedly hauling upon the stay-tackle in a vain effort to launch the long-boat. Our mate, with his boat's crew, passed the jabbering, panic-stricken Spaniards, and proceeded at once to the forecastle, which he instantly deluged with water, and, to the astonishment of all hands, speedily subdued the trifling conflagration, which proved to have resulted from the burning of a quantity of lamp rags that had probably been set on fire by one of the crew who carelessly emptied his pipe when about to repair on deck. The quantity of old duds that lay scattered about Jack's luxuriously furnished apartment supplied abundant materials for raising a dense smoke, but the rough construction of the vessel in this locality fortunately offered nothing inflammable, and the great sensation, under the influence of a cool head, soon subsided into a farce.

The mate, who was much of a wag, enjoyed the general perturbation of the passengers, particularly on learning that three of the ladies hailed from Marblehead, and were returning from a visit made to an uncle who owned a *well-stocked* sugar plantation near Sagua Le Grand, in Cuba. A Spanish vessel bound to Halifax had been selected to convey them to a British port convenient for transportation to New York or Boston, without the risk of being captured by Confederate "buccaneers," who, according to Cuban rumors, "swarmed over the ocean, and were decidedly anthropophagous in their proclivities."

A hail from the steamer caused our mate to make his adieu, but not before announcing himself as one of the awful Southern slave-holders they had in conversation anathematized. They would not believe that so kind and polite a gentleman could possibly be a wicked "rebel." "But I am, ladies, and also a slave-owner, as is your uncle—farewell." Instead of manifesting anger at the retort, they laughed heartily, and waved their handkerchiefs in kind adieu, utterly unsuspicious of having received kindness and courtesy from a blockade-runner. We made the best of speed on our way to Wilmington.

The following day—our last at sea—proved undisturbed and pleasant. At sunset the bar bore west-northwest seventy miles distant. It would be high water at half-past eleven, the proper time for crossing. Sixty miles I determined to dash off at full speed, and then run slowly for meeting and disentangling ourselves from the fleet.

None but the experienced can appreciate the difficulties that

perplexed the navigator in running for Southern harbors during the war. The usual facilities rendered by light-houses and beacons had ceased to exist, having been dispensed with by the Confederate Government as dangerous abettors of contemplated mischief by the blockaders.

Success in making the destined harbors depended upon exact navigation, a knowledge of the coast, its surroundings and currents, a fearless approach, and banishment of the subtle society of John Barleycorn. Non-experts too often came to grief, as the many hulks on the Carolina coast most sadly attest.

Under a pressure of steam we rushed ahead, annihilating space, and melting with exciting fancy hours into minutes. Our celerity shortens the distance, leaving only ten miles between us and the bar. With guiding lead, slowly and carefully we feel our way.

"Captain," observed the sedulous chief officer, as he strove to peer through the hazy atmosphere, "it seems to me from our soundings that we should be very near the blockaders. Don't you think so?"

"I do," was my response. "Hist! there goes a bell,—one, two, three, four, five, six, seven,—half past eleven,—a decidedly good calculation, and it is high water on the bar. By Jove! there are two directly ahead of us, and I think both are at anchor. Doubtless others are cruising around these indicators of the channel."

I ordered the helm put hard a-starboard, directing the wheelsman to run between the two blockaders, as it was too late to sheer clear of either. Through a bank of clouds huge grim objects grew distinctly into view, and necessity forced me to run the gantlet, trusting against hope that our transit would not arouse their vigilance. They were alert weasels, for a sparkling, hissing sound was instantly followed by the fiery train of a rocket, succeeded by the dreaded calcium light, with a radiance so brilliant. though brief, as to illuminate distinctly an area of miles.

"Heave to, or I'll sink you!" shouted a gruff, imperious voice, so near that we could fancy his speaking trumpet projected over the steamer.

"Aye, aye, sir!" was the prompt response, and to the horror of all on board I gave the order in a loud tone, "Stop the engine!"

Then was heard the boatswain's whistle, the calling away of cutters, and the tramping of boats' crews. Our impetus had caused the steamer to nearly emerge from between the Federals.

"Back your engine, sir, and stand by to receive my boats!" said the same stern voice.

Affirmatively acknowledging the command, I whispered loud enough for the engineer to hear me, "Full speed ahead, sir, and open wide your throttle-valve!"

The movements of the paddles for a moment deceived the Federal commander into the belief that we were really backing, but speedily comprehending the maneuver, with very fierce execrations he gave the order to fire. Drummond-lights were burned, doubtless to aid the artillerists, but so radiated the mist as to raise our hull above the line of vision, causing the destructive missiles to play hob with the sparse rigging, instead of shattering our hull, and probably exploding the nine hundred barrels of gunpowder with which General Johnston afterward fought the battle of Shiloh. It certainly was a miraculous escape for both blockader and blockade-runner.

We paused not recklessly, but at the rate of sixteen knots absolutely flew out of unhealthy company, who discourteously followed us with exploding shells, and for some time kept up such a fusillade as to impress us with the belief that the blockaders had inaugurated a "Kilkenny cat muddle," and were polishing off each other; a supposition I afterward learned was partially correct.

The breakers warned us of danger, and the smooth water indicated the channel, through which we passed in safety, and at one o'clock in the morning we anchored off the venerable village of Smithville. Then came the mental and physical reaction, producing a feeling of great prostration, relieved by the delightful realization of having passed through the fiery ordeal in safety and freedom.

> "If after every tempest come such calms,
> May the winds blow till they have wakened death;
> And let laboring barks climb hills of seas
> Olympus high! and duck again as low
> As hell's from heaven."

After sunrise we proceeded in all haste to Wilmington, where our cargo was quickly discharged. Having obtained our return cargo, in company with two other blockade-runners, I started for Nassau, and although the sentinels of the bar presented me with affectionate souvenirs in the way of shot and shell, they did but little damage. My companions came to grief, thereby adding to the prize fund that was shared by the Government with the officers of the blockade squadron.

On April 11, Captain Maffitt, who had continued to run the blockade, bringing in arms, ammunition, clothing and

necessaries for the Confederacy, from January 7, when he took command of the *Cecile,* was ordered to the command of the *Nassau* (late *Gordon*), his duties being the same. He continued in command of the *Gordon,* or *Nassau,* until May 4, 1862, when he made his last trip in her.

CHAPTER XV

Arrives in Nassau and is visited by Lieutenant Low, who presents a letter from Captain Bulloch, and gives information in regard to the *Oreto*—Lieutenant Maffitt resigns the *Gordon* and takes charge of the *Oreto*—Secretly prepares for sea and sends report to Secretary Mallory—*Oreto* seized and put in Court of Admiralty—The *Gordon*, in charge of Capt. G. Walker, returns—"Florie" and her step-brother Laurens return in her—Vessel is captured and "Florie" is taken to New York—Presents letter of her father and is treated with courtesy and sent home—Letter to Maffitt from Secretary Mallory—Letters from Commander Maffitt.

Lieutenant Maffitt writes in his private journal:

On May 4, at 4 P. M., I arrived in Nassau with the *Gordon*, and in twenty minutes after anchoring the steamer was crowded with visitors,—officers, citizens and others,—all anxious to hear the news. I landed Mr. and Mrs. De Leon, my daughter Florie, and Mrs. ——, who took rooms at the Royal Victoria Hotel.

Mrs. De Leon is an Irish lady of rare beauty and accomplishments—no more admirable wife could second a commissioner than Mr. De Leon's lady. They take the first chance for Europe on a mission.

At 11 P. M. Mr. Low, provisional master, C. S. N., came to my room in private and informed me that he had come over on the Confederate gunboat *Oreto*,* and at the same time handed me a letter from Com. J. D. Bulloch, requesting that I would at once assume command and send Mr. Low back. Captain Bulloch stated that Commander North of the Navy, to whom Mr. Mallory had assigned the command, had declined it, and he requested that I would immediately take charge and hasten to sea before the Government authorities became exercised as to her character and ultimate occupation. Lieutenant Low informed me that the *Oreto* had been anchored for some time at Cockran's anchorage, nine miles east of Nassau, where her position was daily becoming perilous and precarious. Fully appreciating the necessity for prompt action, I immediately surrendered the *Gordon* and informed Adderly & Co., to whom the *Oreto* was consigned, that, as a Southern officer, it was my duty to become the

*The *Manassas;* former or dock-yard name *Oreto,* permanently the *Florida.*

custodian of the lone Confederate waif upon the waters until the pleasure of the Navy Department should be expressed.

By the *Kate, Cambria,* and *Nassau,* blockade-runners, I wrote to the Secretary of the Navy giving full information in regard to the *Oreto* and of the course which a sense of duty had caused me to adopt, and requested, should he confirm me in the command, that he would send without delay experienced lieutenants and other necessary officers, besides funds, to enable me to get the *Oreto* out of Nassau with promptness and dispatch, as her warlike construction and equivocal position were calculated to arouse suspicion, and through the agency of Federal spies cause investigation and consequent arrest.

The response to my communications brought three inexperienced young officers, strangers to the sea, with instructions for me (in the event of the non-arrival of Captain North) to assume command, equip, fit out, and immediately proceed to sea as a *Confederate cruiser.* From Lieutenant Stribling, who had just arrived from England en route for home, I learned that North had positively declined the command, consequently my status in regard to the *Oreto* became defined. The position immediately involved me in anxiety and trouble, as, through the representations of the American consul, the commander of Her Britannic Majesty's ship *Greyhound,* under the rulings of the "Foreign Enlistment Act," had for the third time arrested the *Oreto,* and had now placed her in the Court of Admiralty.

One Jones, ex-boatswain of the *Oreto,* having through the instigation and bribery of the American consul made declaration that the *Oreto* was a Confederate gunboat, etc., Captain Hickly of the *Greyhound* re-seized her and put the case in the Court of Admiralty. The Yankees rejoiced, and the excellent rascal Jones, a low, dirty, Liverpool dock-rat, went to Washington, and as the hero of a great event was made an acting lieutenant in the Federal Navy.

A few days after this, Captain Semmes, Lieutenant Kell, Dr. Galt, and Lieutenant Howell arrived in the "*Malcta* steamer," then the rumor that "*Sumter* Semmes" and officers had come to take the *Oreto* became prevalent; fortunately, my name was never connected with the vessel. I handed Captain Semmes his orders to return to England and take command of the *Alabama,* and about the 21st he set sail for England. Two days after his departure Lieutenants Chapman and Evans, late of the *Sumter,* arrived. I handed them orders to return, which they did in the steamer *Bahama,* but too late to join the *Alabama.*

The steamer *Nassau* fell into the hands of Capt. George Walker. Mrs. —— and my daughter Florie, having taken passage for home in her, were captured, through bad management, and taken to New York, where they were treated with great courtesy, and in a few days were passed through the lines for home.*

From a newspaper of that date I note that:

"Captain Maffitt of the Confederate States Navy has a daughter who is 'a chip of the old block.'" "Her father," it says, "is celebrated for his fighting qualities, and the daughter is worthy of her parentage. She was on board the steamer *Nassau* when captured by a Yankee ship. She sat on the open deck of the *Nassau* during our firing at her to make her bring to, until the captain warned her of her danger and advised her to go to her cabin. She would watch our guns, and as she saw the flame and smoke jut out would manifest just enough excitement to give the appearance of being well entertained. And she continued to enjoy the amusement through the window of her cabin when she went below. It must be borne in mind that the *Nassau* had tons of powder on board, to realize the awful danger of her situation. A single shell exploding in that cargo would have blown her into a thousand atoms." Her family were told by some† who were on board the *Nassau* at the time that Florie urged the captain not to surrender, and when he reminded her of the danger from the cargo of powder and his duty to her father, she exclaimed, with tears in her eyes, that her father would prefer her being blown up rather than that the steamer should be captured.

From this episode we return to the narrative:

Trusting that the evidence would not be sufficient to condemn the steamer, I, with the intelligent assistance of Mr. J. B. Lafitte of Charleston, South Carolina, then connected with the house of

*Captain Maffitt had given his daughter a letter commending her to the courtesy of his brother officers in the U. S. Navy. This, in case of capture, she was to present, and it fell into the hands of Admiral Rhind and she was treated with every courtesy.

†The pilot and crew.

Frazier, Trenholm & Co., commenced (sub rosa, of course) to secure an armament and all the adjuncts that were requisite for the efficient equipment of a man-of-war. The complacent order to equip, fit out, and proceed on a cruise of aggression, as though a navy yard and enlisting rendezvous were at my disposal, clearly indicated that the Navy Department had failed to properly consider the very many obstacles and difficulties that surrounded me at Nassau. In a British port, restrained by the "Queen's Neutrality Proclamation" and the stringent "Foreign Enlistment Law," with its severe penal enactments (not to mention Federal detective espionage), the want of officers, men, and money—all these hampers to my proceedings were constantly springing up from ambush like the armed men of Roderic Dhu.

Nevertheless, I hoped on, worked on, with a zealous determination that at all hazards I would faithfully guard the interests of the Confederacy in this its first constructed bantling of the billows. In my extremity the chivalric Stribling, who had served on the *Sumter* with Semmes, relinquished his leave of absence and gallantly came to the rescue by volunteering his services. Joyfully were they accepted, admirable was the succor, for no such could be obtained in Nassau. June and July passed in a wearisome state of uncertainty and secret labor. A summer in Nassau is no paradise, particularly when one's mind is hourly exercised by anxiety.

Letter from Secretary Mallory:

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, July 14, 1862.

Lieut. Comdg. J. N. MAFFITT, C. S. N.,
Nassau, N. P.

SIR: Your letter of the 13th of June has been received.

I feel very great anxiety about the *Florida*, and earnestly trust that you may be able to get her to sea safely and make a dash with her against the enemy.

The difficulties in your way are serious I know, and I can give you no other than general instructions to meet them. Exercise a sound discretion and do not hesitate to assume responsibility.

You will cruise at discretion, the Department being unwilling to circumscribe your movements in this regard by specific instructions. Should your judgment at any time hesitate in seeking

the solution of any doubt on that point, it may be aided by the reflection that you are to do the enemy's commerce the greatest injury in the shortest time.

The strictest regard for the rights of neutrals cannot be too sedulously observed, nor should an opportunity be lost of cultivating friendly relations with their naval and merchant service, and placing the true character of the contest in which we are engaged in its proper light.

It would be well to purchase through third parties in advance, supplies of coal at points at which you may subsequently touch.

I am respectfully, your ob't serv't,

S. R. MALLORY,
Secretary of the Navy.

Letter from Commander J. N. Maffitt to the Secretary of the Navy:

NASSAU, August 1, 1862.

SIR: The case of the *Oreto* will be decided to-morrow at 12.30 P. M. It is believed that she will be liberated. In which event I shall depart for a certain place of rendezvous where a steamer will join me with armament and fittings.

The difficulties are very great—some twelve men-of-war are on the lookout—seamen, firemen, and engineers are hard to obtain. I have no invoice of what has come for her, and dare not open the boxes in the bonded warehouse. The steamer has never been in my possession one moment—as she was seized the day the *Bahama* arrived. [The *Bahama* brought over the *Oreto's* cargo, in charge of Lieutenant Stribling, late of the *Sumter.*]

I merely governed (privately) the movements of the captain up to that period; but would have gone to sea with her at once, leaving directions for the *Bahama* to meet me at the rendezvous, but unfortunately there was no coal in Nassau, nor did any arrive until the day after the arrival of the *Bahama.*

I mention these circumstances with the hope that the Department will perfectly comprehend the trying position I have all along occupied, and that justice will be done me if all my efforts and those of our intelligent and zealous Government Agent Heyleger, assisted by Mr. Lafitte, should fail.

I will have to fit out at sea, with small assistance and ignorance as to what has been put on board.

Nothing has been neglected here to remedy the original mistakes; nothing will be left undone, on my part, when the vessel is released, to give entire satisfaction to the Department and the country at large. I am respectfully, your ob't serv't,

J. N. MAFFITT.

Hon. S. R. MALLORY, Sec'y Navy,
Richmond, Va.

Extracts from two letters written to his daughter at this period:

MY DARLING: I have another half chance to write and do so to tell you the O—— is still in court; but we hope to get her out soon and go on our way rejoicing. Laurens* is with me, after fourteen days' imprisonment in the Tombs—he is very angry about the capture.

I have written and thanked every one who was kind to you. Why did you not tell me how much money you had, where you got it, how and where you lived, who called, etc. I wish to know every particular. * * *

I will write by every opportunity until I leave. * * * Your other box has come to light, and if you will address T. D. Wagner, Charleston, S. C., he will send it on. You will have to guard well your means. * * *

All send much love. You are quite the admiration of all—and I feel well assured, my dear, that you will ever deserve it. * * *

Your Devoted Father.

The next letter is dated:

N——, August 1,

MY DARLING FLORIE: I am in receipt of all of your letters save one, and congratulate you, my dear, in being home again once more. * * *

We have the yellow fever here and several have died in this house. Laurens was, at first, much alarmed, but has recovered appetite and spirits. The midshipmen send you many cordial regards, also Mr. and Mrs. Anderson, Mr. and Mrs. Brander, Mr. and Mrs. Mends, Mr. and Mrs. Doyle—the Lafittes, Moses, of course.

*His step-son.

The fate of the O—— will be known at 10 A. M. to-morrow. If for her—I sail at once; if against us—then we all return to the South for other duty.

I shall be painfully distressed if this grand chance is lost to us, but the entire affair was badly managed on the other side of the water. We have worked hard to patch up their bad arrangements—if we fail 'tis no fault of mine.

I am well, very—and in no way alarmed in regard to the fever. Most of the gentlemen are sadly frightened. Poor Mr. Brown died of it.

I have no other news to give you. Several of my letters have been burned by the capture of vessels. By the *Seabrook* I wrote two, and one to Cousin E. She was caught—the others I trust got in safe.

God bless you, my dear daughter. Love to all friends.

Your Devoted Father.

The regiments here are ordered to Africa. Write as often as you can and have no fears for me.

CHAPTER XVI

Yellow fever in Nassau—*Oreto* is free and steams out of the harbor, Commander Maffitt, and other officers, on board—Lieutenant Stribling with tender approaches and is taken in tow—*Oreto* anchors at Green Key—Hoisting guns, etc., on board—Herculean task in which all join—Important essentials of battery wanting—English colors hauled down and Confederate banner raised amid cheers—*Florida* christened—Reported illness of men—Fears of yellow fever epidemic confirmed—Starts for Cardenas, Cuba—Sends Lieutenant Stribling to Havana for medical aid and nurses—Is taken ill—Given up by physicians—Death of step-son, J. Laurens Read—Sails for Havana—Decides to enter Mobile harbor.

Returning to the journal:

About the 20th of July the yellow fever in its worst form became an epidemic. The first victim was my young friend Lieutenant Brown of the 4th W. I. Regiment—as high-toned a little gentleman as ever lived. Other friends fell victims to this dread disease and much of my time was employed in nursing the afflicted.

At last the August term of the Vice-Admiralty Court arrived. August 7 the court-room was crowded. The *Oreto* underwent her trial. It was clearly proven that she left England unarmed and unequipped, and had continued so during her stay at Nassau. At twelve o'clock Judge Lee gave his decision and she was released from bondage.

On the following day the verdict was recorded, papers made out for any Confederate port, and at 11 A. M. she steamed out of the harbor to the outer anchorage; and at 4 P. M. I went on board with Lieutenant Stribling, Master (Acting Lieutenant) Bradford, Acting Master Floyd, Midshipman Bryant, Engineers Spidell, Scott, Quinn, and J. Sully, Acting Marine Officer Wyman, Acting Paymaster J. Laurens Read, Clerk L. Vogel, and a few men.

Lieutenant Stribling returned to take charge of the tender with arms, stores, etc., and ship such men as could be obtained. On the following day the *Cuyler,* Federal gunboat, came and ran all around us, when the *Petrel,* Captain Watson, immediately went

out and ordered her in the harbor, or to go without the marine limits. That night the *Petrel* gave me a hawser and we hung on by it, as we had not men enough to weigh our anchor. At 12 or a little after we dropped quietly down under the shadow of the land until off the west end of the island, when we steamed to the southward. At 1 o'clock fell in with the *Prince Alfred*, schooner, Lieutenant Stribling, and took her in tow. At 3 P. M. on the following day anchored one and three-quarter miles W. S. W. of Green Key, a desolate, uninhabited islet some ninety miles to the southward of New Providence.

Then commenced a task more difficult and painfully laborious than anything my wide experience had ever encountered. Our crew consisted of twenty-two all told, in place of the proper complement of one hundred and thirty. There was a deficit among the officers of two lieutenants, sailing-master, surgeon, paymaster, one engineer, five midshipmen, boatswain and gunner.

With this inadequate force two rifle 7-inch and six 6-inch guns, with carriages, powder, shot, shell, general equipment and stores, were to be hoisted on board. However, no one murmured; officers and men stripped to the buff and went to work, while the broiling tropical sun of August blistered and burned their exposed persons. On the second day one of the men sickened, and in eight hours died. As he had while in Nassau dissipated to excess, this sudden winding up of his earthly career was attributed to that cause, though the yellow appearance of the corpse excited in my mind grave misgivings. We buried him on the rocky islet, and resumed our herculean task, which continued for seven days. On the eighth we rested from sheer prostration.

At length our task was finished, the guns mounted and in position, and the anchor weighed, and with tender in tow we steamed away from the lone rock sentinel. After the establishment of general order the guns were run in for loading. An exclamation of despair from Stribling attracted my attention. "What is the difficulty?" I inquired.

"Good Heavens, Captain, we are ruined! In the haste and secrecy of loading the tender, rammers, sponges, sights, locks, beds, and quoins have all been left in Nassau. The battery, sir, is impotent without these essentials, and we have no means of temporary substitution."

The misfortune was indeed deplorable, though slightly relieved by the completeness of our pivot guns.

When we passed through the Queen's Channel the tender was cast off, the English colors hauled down, and with loyal cheers for the *Florida* we flung the Confederate banner to the breeze.

Alas! poor *Florida.* Beautiful in model, warlike in guns, the absence of important essentials despoiled the reality, and left her afloat the mere typical representation of what a gallant cruiser should be.

This, our first day of assumed nationality, proved wondrously beautiful. The bright tropical sun shone, but the softest of trade-winds cooled the atmosphere and invigorated all hands for judicious organization, and ingenious application of limited means into some tangible form of naval efficiency. These duties were not accomplished until night. Setting the watch, and directing the course to be steered, I obeyed the dictates of nature and retired to rest.

From uneasy dreams I was aroused at daylight to visit two of the men who were reported as ill. Premonitions of approaching yellow fever epidemic cast its shadow over my mind. Having no physician on board that duty devolved upon me, and after administering to the sick, I repaired to the quarter-deck. Nervously I paced it, vainly striving to conquer despondency as I contemplated the overwhelming responsibilities that were charged upon my official position. The fact of being afloat I knew would excite extraordinary expectations, and to fail, under any circumstances, involved professional extinction. These gloomy reveries were interrupted by delirious cries from the sick men. Hastening to their bedsides, I found them raving mad with fever. A survey of their condition confirmed my worst apprehensions, for it conveyed the dreadful intelligence that the pestilential tyrant of the tropics had invaded the *Florida.* Thus were we assailed by an element of impotence more terrible to encounter than all that was endured in our past physical struggle.

Intrusting to Stribling alone the melancholy information, we determined, if possible, to conceal the appearance of the epidemic, with the delusive hope that the cases might prove sporadic. In the absence of a regular physician, the medical duties of the steamer as a necessity devolved upon me, and throughout the anxious day the requisitions on my ability were constant. The trade-wind freshened, and the hope was indulged that the pure ocean air would disinfect the *Florida* and relieve her from the malaria of the fell disease. Alas! "there was no balm in Gilead."

By sundown more than half the crew, with two officers, were added to the sick list. The character of the affliction could no longer be concealed.

An epidemic on shore invariably produces a general panic. The well can obtain safety in flight, or at least free themselves from its constant terrible presence; but at sea, imprisoned, without the possibility of escape, within the narrow confines of the vessel, there is no relief from the howls of the delirious, the death-heralding black vomit, or the pinched and yellow countenances of those who have ceased to suffer, and are reluctantly manipulated by their surviving shipmates as the hammock-shroud and ponderous shot are arranged for the final plunge into that ocean of rest, the seaman's uncoffined grave.

Reluctantly the idea of cruising was abandoned, a harbor of refuge had become a necessity. Cuba was in sight, and Cardenas, a familiar port, not far distant. Shaping the course in conformity with the obligations involved in my responsibility, we eluded the numerous cruisers, and at midnight, August 19, anchored at Cardenas, our force having been reduced by the epidemic to *one* fireman and *two* seamen.

On the 20th dispatched Lieutenant Stribling and Mr. Vesterling to Havana to obtain medical aid and nurses. By this time the quarter-deck had been converted into a hospital, where at all hours of the day and night my presence was required, for there was none to aid, none to relieve me from the exhausting demand upon my medical attention to the sick and dying. A communication was addressed to the Governor of Cardenas soliciting the aid of a physician. The response was couched in the most courteous of hyperbolical Spanish, but ingeniously equivocal. I was politely reminded of "Queen's Neutrality Proclamation," particularized by citing the injunctions against increasing military equipment, recruiting, or remaining in port longer than twenty-four hours.

Disgusted with this abnegation of the ordinary manifestations of humanity, I resolved to give no further heed to national laws or official mandates, but let fate do her worst, and battle with our misfortunes courageously to the bitter end.

The sun rose and set upon the beautiful *Florida*. At her peak the Confederate flag waved in solemn dignity, and no external spectator who gazed upon the outside symmetrical appearance could for a moment fancy that burning fevers and fatal vomitos were devouring the life-throbs of her scanty crew. There is a limit beyond which human ability is incapable of passing. The

overwhelming duties and responsibilities that had been forced upon me reduced me physically to that terminus of endurance.

At 4 o'clock, August 22, while giving medicine to the sick I was seized with a heavy chill pain in my back and limbs, and dimness of vision. The painful conviction was forced upon me that I was boarded with the fever. I sent for Mr. Floyd and Mr. Wyman and gave full directions in regard to the duties of the vessel, ordered a physician sent for and the sick sent to the hospital. Knowing that fever always affected my brain, I did all that I thought necessary with promptness, even directing the medicine and care of the sick for the night. I took a warm mustard bath and used other remedies. The demon of Hades tarried not long in his approach, but came with a throbbing pulsation of the brain, accompanied with a dizzy blindness and shooting pains that produced excruciating agony, as if my bones had been converted into red-hot tubes of iron and the marrow in them boiling with the fervent heat. My tongue, mouth and throat were blistered, as if molten lead had been poured down them. Unquenchable thirst that nothing could alleviate was accompanied by the most violent retching. There was no moisture in my eyes; the fountains seemed seared and parched, as if red-hot irons had branded the well-spring of tears. Every pore in my body seemed to be hermetically sealed with a burning fever from the furnace of my heart. This was succeeded by icy chills. At first the delirium of suffering ebbed and flowed, leaving brief periods of consciousness which, with singular determination, were employed in directing the management of my case. At length a dreary blank enveloped my mind; the vital spark flickered in its unstable tabernacle as the battle of life was fought. Thus a week elapsed, when, on August 29, reason asserted a feeble sway. I awoke to a sense of reality, and discovered in the gloom of the cabin three somber-looking individuals, who to my dreaming fancy appeared like weird phantoms of the nether world. In a few moments I became conscious of their corporeal substance, and discovered that they were medical savants of Cardenas, whom kind friends had summoned to my couch. Their consultation had ended, and the voice of the senior, in sepulchral cadence, enunciated, with the aid of his timepiece, "It is now twenty minutes after 9 o'clock. I am convinced, from careful investigation, that the captain cannot survive beyond meridian."

The profound lugubriousness of their assent excited an irresistible impulse that caused me to exclaim, "You're a liar, sir; I have too much to do, and cannot afford to die."

The reverend medicos smiled at my excitement and soon departed; but Dr. Gilliard of the Spanish gunboat *Guadalquivir*, was somewhat hopeful, and I told him his prognostications were correct. He and the lieutenant commanding of the *Guadalquivir* were very polite and attentive, and I hope some day to have it in my power to demonstrate my appreciation of their courtesy.

This determination to live (for in sickness there is vitality in individual will) acted like a charm upon my system. By the interposition of Divine Providence the message of death was arrested.

When my mind regained its normal condition I expressed a desire to see the young gentlemen who had shared with me in the trials and dangers through which we had passed. The invitation was promptly accepted, and I was soon surrounded by these noble young men. Several had paid toll at the half-way house, but had speedily retraced their steps on the road to health.

There was one beloved form missing which in the early days of my illness was never absent from my couch. "Where," I nervously inquired, "is my beloved son Laurens?" Every countenance saddened, and for a time only sobs responded to my interrogatory. Finally I learned that he had died the day before of the scourge that had so fearfully afflicted us, and had that morning been buried while I was unconscious and supposed to be passing into eternity. Appreciating the agony that oppressed me, the gentlemen soon departed and left me to regain composure.

John Laurens Read was a noble youth, a native of Charleston, South Carolina, and sixteen years of age. Well born (Henry Laurens of Revolutionary fame being his great-grandsire), he was the possessor of all those noble characteristics of the purest blood of the best and most patriotic days of the country, and was much beloved by his brother-officers. This blow came so heavily upon me as nearly to produce a relapse.

August 30.—Poor Mr. Seeley (John), our third assistant engineer, and three men departed this life at about the same hour. Mr. Floyd is down with the fever and also Midshipman Sinclair. Mr. Wyman is quite sick with the epidemic, but as he was taken while on shore, Mr. John Cacho, a native of Port Mahon, kindly took him to his house, where he was attended with so much care that his case has proved a mild one.

Stribling returned with a Georgia physician and fourteen *non-enlisted* laborers, the neutrality laws utterly precluding the possibility of procuring seamen. Dr. Barrett of Georgia—a warm-hearted Irishman—had volunteered for the vessel, giving up an

excellent situation in the government hospital in Havana, in order to demonstrate his devotion to the South in this time of need.

Marshal Surano, the Governor-General of Cuba, telegraphed a request for me to proceed to Havana, as there were no forts in Cardenas and a rumor had reached him of an intent on the part of the Yankees to cut me out. The port was already completely blockaded in anticipation of my departure.

August 31.—Committed our dead to their mother earth and settled all bills prior to departing for Havana. 'Twas whispered about that we were leaving and the American consul dispatched a swift craft to inform the Federal squadron. At 8 P. M. the Spanish mail boat for Havana left, and when outside was chased by the Federals, who fired shot and shell at her until she entered the harbor of Matanzas. They mistook her for the *Florida,* consequently at 9.30 we sailed, and ran the coast along unmolested.

September 1, at 11.30 A. M., we entered the harbor of Havana and were soon thronged with visitors whose curiosity outweighed all dread of Yellow Jack. We were kept under a strict surveillance, and all our ingenuity could not procure a piece of timber long and large enough to be molded into rammers and sponges.

It had become evident that the *Florida* would have to enter a Confederate port to be officered and properly equipped. This conviction determined me to sail for Mobile, which I learned had a smaller blockading force on duty than any other Southern port. So at 9 P. M. we sailed, avoiding the enemy's fleet gathered off the Moro, by running some distance close in shore.

CHAPTER XVII

Sails direct for Mobile—U. S. S. *Oneida* attempts to cut *Florida* off, but is prevented—Pours broadside into *Florida* and is followed by other ships of the squadron—Terrible baptism of fire continues for more than two hours—Final escape—*Florida* anchors under guns of Fort Morgan and is visited by officers of the fort—Hospital ship sent by Admiral Buchanan—Letter from Admiral Buchanan, who later visits the *Florida* and compliments the officers and crew—Stribling ill with fever—Dies, lamented—Repairs begin—Officers reporting—Letter from Navy Department—Long tarry in port unavoidable—Captain detached, then restored by action of President—Prepares to run through Federal squadron—Succeeds—Is chased, but escapes.

From the journal:

On the 1st of September, 1862, we steamed out of Havana and made a direct course for Mobile Bay. The voyage proved propitious, and at 3 P. M. on the 4th we sighted Fort Morgan, and two steamers, evidently blockaders, hastening to contest our entrance. Though still quite feeble, with assistance I was enabled to repair on deck and reconnoiter the situation. There was not a cloud in the sky, or a zephyr breath on the sea, to disturb the serenity of the surroundings; but when the eye sighted the approach of the vengeful foe this poetry of view faded before the harsh and stern reality. Lieutenant Stribling suggested that under the circumstances of our crippled condition, and inability to offer resistance, it would be advisable to stand off again and defer the attempt to enter the harbor until darkness should mantle our movements. This proposition I rejected, as the draught of the *Florida* did not permit of dalliance with the shoals, nor was there any surety of finding the channel without the aid of the light-house, which had been dismantled.

"But, sir," said Lieutenant Stribling, "in this attempt we cannot avoid passing close to the blockade-squadron, the result of which will be our certain destruction."

"The hazard is certainly very great, but it cannot be avoided. We will hoist the English colors as a *'ruse de guerre,'* and boldly stand for the commanding officer's ship; the remembrance of the delicate *Trent* affair may perhaps cause some deliberation and

care before the batteries are let loose upon us; four minutes of hesitation on their part may save us."

Moreover, having decided regardless of hazards to run the blockade, there was no time for hesitation, but dash ahead, trusting to fortune and a clean pair of heels.

The English colors were set, and under a full head of steam we boldly stood for the flag-ship.

The *Oneida,* Captain Preble, of ten guns, made an effort to cut us off, but I sheered toward him, and feeling that he would be run down he backed—giving me a momentary advantage. When about some eighty yards distant from her she fired a warning gun, and ordered us to heave to, evidently deceived by our general appearance and bold approach into the belief that we were English. We paid no attention to the signal or command, but continued to press vigorously on. A second shot passed over our bow, when immediately their whole broadside was poured into us, the effect of which was to carry away some of our hammock nettings and much of our standing and running rigging. Had their guns been depressed, the career of the *Florida* would have ended then and there. The example of the flag-ship, the *Oneida,* was instantly followed by the other two ships of the squadron, and their fierce fusillade was hurled with the resolute determination of destroying the Confederate. In truth, so terrible became the bombardment, every hope of escape fled from my mind. One gunboat opened on my port bow, the other on our port quarter, and the cannonading became rapid and precise. Having passed the *Oneida* I gave a starboard helm to bring the gunboats in line and escape by this range the fire of one of them, for this grouping around me bid fair to send the little *Florida* to the bottom. One 11-inch shell from the *Oneida* passed through the coal-bunkers on the port side, struck the port forward boiler, and entering among the men on the berth deck wounded nine men and took off the head of James Duncan. Duncan was captain of the main top and one of our best men. If it had exploded, which it failed to do, I no doubt would have lost every man on the vessel except the two men at the helm, as I had ordered all the crew below, they being exposed to no purpose on deck. The officers of course remained at their stations, and though subjected to constant storms of destructive missiles, they miraculously escaped. Immediately after this a shot from the *Winona* entered the cabin and passed through the pantry, and an 11-inch shell

from the *Oneida* exploded close to the port gangway and seriously injured the vessel. The fire from this vessel increased in warmth and destruction.

Finding that we did not distance the Federals rapidly I sent the men aloft to loose topsails and topgallantsails, and our sailors responded to the order with alacrity. As soon as they were seen on the yards all the gunboats commenced firing twenty-four pound shrapnel; the standing rigging was shot away and we only succeeded so far as letting fall the topsails. Several men were wounded in the rigging; and one had the whole bottom of his foot taken off by a shrapnel shot, and afterward died from tetanus, and the sheets and ties were shot away, so that I was not able to set the sails properly.

At this moment I hauled down the English flag under which we were sailing, and gave the order to one of the helmsmen to hoist the Confederate flag. At the time he was endeavoring to haul up the foot brail of the spanker, and lost his forefinger with a shrapnel shot, so that my order in regard to the flag could not then be complied with. The halyards were shot away, but soon re-rove and the Dixie flag floated in their faces. During all this time shell and shrapnel were bursting over and around us, the shrapnel striking the hull and the spars at almost every discharge.

We made no effort at resistance, for though armed we were not at all equipped, having neither rammers, sponges, sights, quoins, nor elevating screws. Properly manned and equipped, the excitement of battle would have relieved the terrible strain upon our fortitude, which nevertheless sustained us through the withering assaults of a foe who were determined upon capture or destruction.

The loud explosions, roar of shot and shell, crashing spars and rigging, mingled with the moans of our sick and wounded, instead of intimidating, only increased our determination to enter the destined harbor. Simultaneously two heavy shells entered our hull with a thud that caused a vibration from stem to stern. The 11-inch shell from the *Oneida* which came in and passed along the berth deck entered three inches above the water-line, and if there had been any sea on our bilge-pumps could not have saved the vessel from sinking. Everything depended upon our engineers, and in that department the duty was performed with efficiency and zeal. Sharkey, captain of the forecastle, and Billips, quartermaster, were at the wheel during the cannonading and did well; in truth, every one acted well his part.

Thus far we had borne the fierce assaults with the calmness that oft befriends the victims of desperation, and as nothing vital had been injured our gradual withdrawal from the close proximity of the guns of the enemy excited pleasurable hope. Finally we cleared the grouping circle and the prospects of escape began to brighten. This the enemy observed, as more fiercely their efforts increased, more furiously roared their artillery, and denser became the black clouds from their smokestacks, as they fed their fires with rosin and other combustible material to increase their head of steam.

Vain were these excessive exertions; fate had carved out for the *Florida* a more extended career, and this baptism of fire christened the gallant craft as a Confederate torch-bearer on the ocean of public events. The shot and shell gradually fall short, and a gentle northeast wind lifts the cloudy curtain and exhibits the indignant Federals hauling off from the bar, while in the channel-way, battered and torn, war-worn and weary, with her own banner floating in the breeze, the *Florida* in safety is welcomed to her anchorage by hearty cheers from the defenders of Fort Morgan.

The dangers through which we had passed were unavoidable, our success a source of professional congratulation, and the reaction from overstrained anxiety to quiescent repose pleasurable beyond expression.

We were soon visited by the officers of the fort. Colonel Powell says the scene was brilliant, and he considers it one of the most dashing feats of the war. We were visited by McBlair of the *Morgan,* and Hunter of the *Gains,* their crews cheering as they approached. We anchored off Melrose.

On the 5th we buried our dead, and I went up to Mobile with McBlair to recruit.

September 6.—The admiral sent a small steamer down as a hospital ship. Finding that there was much alarm in reference to my being in the city I thought it proper to return, which I did on Monday morning in the *Morgan.* The trip, change of diet, and surroundings had improved me much. Dr. Ketchum, who was called in, said all that I now required was building up.

On Sunday night I had quite an interview with General Beauregard, who had just returned from Blaiden Springs. He was evidently sore with the entire management of the Army. Of Bragg he spoke in high terms, but told me that General B. did not approve of the Kentucky expedition, for he was assured personally that the people were cowed, and no longer the men of the days of the "dark and bloody ground." We shall see.

Quite a number of gentlemen called upon me, and the doctor had to interdict visitors, as I was too debilitated to entertain company.

The following letter received by Captain Maffitt at this time speaks for itself:

MOBILE, ALA., September 7, 1862.

Lieutenant Commander MAFFITT, C. S. N.

SIR: Your communication of the 5th inst. I have received. The gallantry and energy displayed by *yourself*, officers, and crew of the *Florida* in forcing an entrance into this port on the 4th inst. through the enemy's blockading squadron reflects great credit upon you all, and it will afford me much pleasure to lay your communication before the Hon. Secretary of the Navy, who I feel convinced will bring such commendable conduct to the notice of the President. You will please inform the officers and crew that as Admiral commanding this station I fully appreciate their gallantry, and should the *Florida* when equipped for service appear before the enemy, I feel assured that the cool, determined bravery of *all* as displayed on that occasion will enable them to add one or more laurels to our Navy.

Respectfully and truly,
FRANK BUCHANAN,
Admiral, etc.

Monday morning, September 8, at 1 A. M. I arrived in the *Morgan*. The Admiral went on board the steamer and made a few complimentary remarks to the crew and then left.

As the yellow fever still clung to the steamer, assailing both officers and men, very judiciously we were placed in quarantine.

On going on board the *Florida* I was distressed to find poor Stribling down with a serious attack of the fever which had already caused us so much misery. I had him conveyed to the steamer *Areal* that Dr. Barrett could attend him night and day. His mind wandered and there seemed no elasticity in his constitution. I think his chances very doubtful.

September 9.—Stribling is very ill—will not permit any one to administer his medicine but me, and I am hardly able to stand. Midshipman Sinclair rather worse—case assuming a doubtful phase.

September 10.—I am quite exhausted with my efforts to aid poor Stribling. He calls for me all the time. Young Sinclair has a favorable turn. Nothing but sickness.

September 12.—All that medical skill and devoted friendship could accomplish was rendered with a zeal that never wavered. Vain were human efforts. The fatal vomito announced the end of hope. Nothing remained to be done, apart from tender nursing and affectionate care. Lightly the rough seamen trod the quarter-deck, and the harsh coils of rope were flemished in their places as noiselessly as falls the gentle snow-flakes upon the bosom of our mother earth. All orders were issued in subdued whispers, that nothing might disturb the last moments of the dying officer. In unconsciousness his spirit seemed to wander, though he still held my hand that for twenty hours had scarce parted from his feeble clasp.

"Sweet mother," he murmured, "take me to your heart of hearts,

> "'Lend, lend your wings; I mount, I fly!
> O grave, where is thy victory?
> O death, where is thy sting?'"

These, his last words, were whispered with expiring breath, and the spirit of the chivalric Christian Stribling passed to that better land, "where the wicked cease from troubling and the weary are at rest."

We buried him on the peaceful heights of Montrose, but not his memory; that was embalmed in our hearts, and every throbbing reminiscence of Confederate existence re-writes there the epitaph that had no carving on his grave.

For some length of time the poor *Florida* seemed haunted by ghosts, as her ghastly crew slowly recovered from the baneful influences of the tropical epidemic.

At last pratique is granted, the yellow flag disappears, and the din of workmen engaged in repairs arouses the lethargic into action. The repairs were multifarious, and vital to the efficiency of the vessel. The facilities were subordinate to the distance of twenty-eight miles from Mobile and its mechanical appliances. An extensive bay, subject to chopping seas in ordinary winds, operated against the efficiency of the ship carpenters who were employed to repair damages to the hull. In addition, the wire standing rigging was to be spliced—a most tedious and slow operation,—caulking, under every disadvantage of rainy weather, besides hundreds of minor matters that nevertheless were important. Three months were consumed from the date of pratique to the reporting of the vessel "ready for sea."

On the twentieth [September] Passed Assistant Surgeon F. Garretson, C. S. N., reported for duty (his original name was Van Bibber). The doctor is from Virginia and enjoys a high reputation, not only in but out of his profession.

September 26.—Midshipman Sinclair has been under my especial care in the cabin and has benefited so much, that he was enabled to proceed to Richmond on leave.

September 29.—Lieutenant Comstock reported for duty—a young officer of exceeding delicacy of constitution, in fact unfitted for the performance of the requirements of this vessel. This day I got clear of my pest Mr. Vesterling. We steamed over abreast of Dog River Bar. I received a very complimentary communication from the Navy Department—but no hint of promotion.

October 4.—Acting Master Bradford detached, and on the 6th Passed Midshipman Walker reported. He is exceedingly unpopular—am sorry to receive him. On the 9th Lieutenant De Forrest reported as Executive.

October 12.—At last after great exertions I have some mechanics at work. They all dread the vessel and desired to await a fever-killing frost ere coming on board—slow, slow, slow!

October 13.—Lieutenant Hoole of Alabama, a young gentleman who was badly wounded in the head at Roanoke Island, reported. Dr. Barrett returned from leave, and concluded to remain with his family—good old man.

October 18.—Second Assistant Engineer Jackson reported—and a more unfortunate appointment could not have been made. He is a perfect bag of wind, devoid of modesty and ability.

[Well might Captain Maffitt have later exclaimed, Oh, my prophetic soul! in regard to Jackson, as we shall see hereafter.]

The following letter was received from the Secretary of the Navy:

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, October 8, 1862.

Lieut. Comdg. JOHN N. MAFFITT, C. S. N.,
Com'g Steamer *Florida*,
Mobile, Ala.

SIR: Your official report of your arrival at Mobile with the *Florida* was duly received, and through Admiral Buchanan I

have tendered the thanks of the Department to yourself, your officers, and crew for the good service, so well and acceptably performed.

The escape of your defenseless vessel from an overwhelming force with liberty to choose its ground and mode of attack was alone due to the handsome manner in which she was handled, and I do not remember that the union of thorough professional skill, coolness, and daring have ever been better exhibited in a naval dash of a single ship.

I trust that your health will soon enable you to resume the command. The future movements of your vessel is a subject upon which you will please give me your views, etc.

I am respectfully, your ob't ser't,

(Signed) S. R. MALLORY,
Sec'ty of Navy.

Again from the journal:

Third Assistant Engineer E. H. Brown reported. On the 20th Lieutenant Forrest received his detachment, and on the 25th Lieut. E. D. Simms reported, and a most excellent officer he is. The equipments and repairs now commenced with system and regularity.

October 30.—Lieut. S. W. Averett, an officer of high standing, for his period of service, reported—his frank, manly manner pleases me much. Crew coming on board in driblets—many rated as seamen who in the old service would merely pass as very ordinary O. S.

November 1.—Passed Midshipman Walker detached to make room for Midshipman J. Dyke of Florida.

November 4.—Lieut. C. W. Read joined—this last lieutenant I personally applied for. He had acquired a reputation for gunnery, coolness and determination at the battle of New Orleans. When his commander, T. B. Huger, was fatally wounded he continued gallantly to fight the *McRae* until she was riddled and unfit for service. I am sorry to say the Government has not requited him. He seems slow—I doubt not but he is *sure*. As a military officer of the deck he is not equal to many—time will remedy this. Passed Assistant Surgeon S. Dana Grafton reported. He is a pleasant gentleman and enjoys the reputation of being an excellent surgeon.

November 15.—Lieutenant Simms was telegraphed by the Department that in consequence of the alarming illness of his wife he was at liberty to leave. He referred to the Admiral, Frank

Buchanan, who at once decided that he must return home, and much to his and my own regret, I lost the service of this experienced and excellent officer. I cannot have more changes, so will ask for Lieut. S. G. Stone, and try how Mr. Averett will get along as executive—he only lacks experience.

Mr. Stone has joined—he is intelligent and will make an admirable officer.

December 1.—I received Admiral Buchanan, General Slaughter, Lieutenant Rainey, Captain McBlair, T. G. Hunter, Colonel Forsyth, Mrs. Le Vert and daughter, Mrs. Hopkins, Gracie Scott, Mrs. Forsyth, Mrs. Graves, Virginia Hallett, and Mrs. John W. Murrell and others. We entertained them several hours. Exercised at target, and at 3.40 they returned to the city in the *Crescent* steamer.

The letter given below was written by Captain Maffitt to his daughter Florie, then living near Fayetteville, North Carolina, under the protection of Mrs. Hybart at her home, "Ellerslie":

C. S. STEAMER "FLORIDA,"
MOBILE BAY, September 8, 1862.

MY DEAR DAUGHTER: At last I am able to write a few hurried lines home—home on earth, when but recently all thought *my* home must be the cold earth, or a sailor's down, down in the unknown sepulchral grave of old ocean. Never has mortal man undergone such fearful trials—such extreme exercise of mental and physical application to *necessity* of the saddest—the most trying—as your exhausted, nearly dead father.

I sailed from Nassau with only eighteen men, no purser, no surgeon, and only three young boy inexperienced midshipmen. On the banks stripped to the buff we worked all day under a tropical sun—all night under its dews—to get on board guns, munitions of war, etc. Every soul of our spare force had to perform men's labor.

The yellow fever appeared. I was captain, pilot, surgeon, attendant, and everything, sleeping a few moments in the hour amid my patients—for in these days we had but four men on duty. This misery and misfortune forced me into Cardenas, Cuba. Firm and powerful as was my constitution it could not brave everything, more than mortal could stand. I too fell before this pestilential tyrant of the tropics, and for nine days was considered beyond all

"FLORIE"

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hope. When recovering my mental faculties, our poor Laurens was passing to that last home to which the doctors had but recently doomed me. Poor boy, the black vomit came and he passed away unconscious and without pain. Nothing that love and medical ability could do to save the dear boy was neglected. Oh! my agony cannot be conceived—nearly dead, but with recovered mind only in time to see our noble boy pass from life in all his youth and nobility.

When able to think I determined to enter Mobile and fit out properly as a national Confederate vessel.

What I contended with—how we were battered and torn to pieces from two in the afternoon until half-past four—the papers will explain.

They brought me on deck to take the ship in—though unfit for any place but a sick bed. Thank God I did my duty so well as to call forth *extreme adulation.* The papers are full of it—the crowd who visit me annoy with compliments.

I am still very weak and look like a poor ghost. To write this requires pillows and mental determination absolutely at war with my physical ability, but, my darling, I am determined to write *home.*

All the officers say I must be promptly promoted—well, the Richmond people flatter but do not always act with justice.

When stronger and able will write fully. My cabin is like a flower garden—and as for jellies, cakes and delicacies, the young ladies seem to exert great industry and gentle courtesy.

We lost two men killed, eleven wounded and some died from yellow fever under the awful bombardment—for we passed through the squadron early in the afternoon, receiving their broadsides at eighty yards and so on. It was awful—the little craft is *riddled, riddled.* Such a run!

Am quite faint—must give up. God bless you, dear. Write to me fully. Kiss dear Mary and the rest.

Your devoted, loving but very ill father,
J. N. M.

Miss FLORIE MAFFITT,
Fayetteville, N. C.

Lost nearly all our crew with yellow fever at Cardenas, Cuba.

The cause of my prostration is a relapse after undergoing the fearful excitement of a two hours and fifty minutes' bombardment, through the Yankee fleet.

A steamer has just come alongside with a crowd of ladies to visit me. Bless their souls! what would the soldiers and sailors of

the South be worth without their brave and tender cheering approbation. Can't write another word—am too feeble.

A second letter, dated September 19, refers to the former one and adds:

Now we have only nine cases and they are doing well, but we are in quarantine and no one is permitted to come on board, or we to visit the city. I went up on arriving and remained *in bed* two days, but fearing the citizens were alarmed I returned, though it would have been of great service for me to have remained longer.

Admiral Buchanan has written me quite a complimentary letter, and the colonel commanding the fort, who witnessed the entire transaction, concludes a long report thus: "As I before reported, it was the Confederate steamer *Oreto,* commanded by Lieut. J. N. Maffitt, who has successfully made one of the most brilliant dashes on record." But I am so pained and distressed at the loss of Laurens I have no heart for compliments. Such a looking object as I am! *hair* gone, pale, cadaverous and thin, you would not know me. Mine was a fearful attack; nothing but a determination not to give up and a strong constitution saved me.

You have no idea what an object of curiosity we are. The Government has requested all the papers to be silent about us—so the enemy will not know what we are. That is useless as they will hear from Nassau.

I never dreamed of such a time as we have had—three men-of-war after us for nearly two hours at a distance of only eighty yards. Had we not have out-maneuvered them we must have been sunk; and to have *saved* the vessel under all contending circumstances is quite a satisfaction.

Kiss all for me. I will write to dear Cousin E—— as soon as I am able. I am anxious to hear from you all.

We will fit out as soon as the fever leaves the vessel, as the Secretary is anxious for us to be off. Our Army is doing great things. God grant it may continue.

I mend daily, and hope soon to be myself again—that is as near as this assault will *ever* permit.

God bless you *all.* Your devoted father,

J. N. M.

C. S. S. "FLORIDA," MOBILE BAY,
September 19, 1862.

The following communication from the Secretary of the Navy was handed or forwarded to Lieutenant Maffitt on board the *Florida:*

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, October 25, 1862.

Lieut. Comdg. JOHN N. MAFFITT, C. S. N.,
Comd'g Steam Sloop *Florida,*
Mobile, Ala.

SIR: Your letter of the 15th instant has been received; and the general outline which you give of your designed cruise is approved.

Assistant Paymaster Lynch is ordered to report to you, and to him you will turn over the funds in your hands. A requisition has been made in his favor for $35,000 in coin, which with the amount in your hands will make $50,000, in addition to which he will have a letter of credit for $30,000.

The Department does not deem it necessary to give detailed instructions for your guidance, relying as it does upon your judgment and discretion for the conduct of your cruise, and believing that your success will depend entirely upon your freedom of action.

The capture of one or two of the enemy's treasure and passenger ships would be a heavy blow to his credit at home and abroad,—far greater than the capture of an equal value of property in any other form.

So long as the existing blockade of our ports shall exist, any attempt to run prizes into them will hazard their loss, and you will be governed by this consideration in the disposition of prizes. Should your judgment ever hesitate in seeking the solution of any difficulty on this point, it may be aided by the reflection that you are to do the enemy's commerce the greatest injury in the shortest time. Since the *Sumter* started upon her cruise, Federal owners of ships and cargoes have adopted the practice generally of placing them under British protection, and this may at times cause you some embarrassment.

The strictest regard for the rights of neutrals cannot be too sedulously observed, nor should an opportunity be lost of cultivating friendly relations with their naval and merchant services, and of placing the true character of the contest in which we are engaged in its proper light.

A speedy recognition of our Government by the great European powers is anticipated; and I have no reason to doubt that, if you shall seek their ports, you will receive the consideration and treatment due from neutrals to an officer of a belligerent power with which they desire to establish close commercial connections.

The long and hazardous cruise upon which you are embarking, followed as you will be in every sea by enemies in superior force, together with your exclusion from our ports, demand a maintenance of thorough and exact discipline as a matter of vital consequence. Before leaving Mobile you will endeavor to procure practical pilots for such portions of the Bahamas and the West Indies as you may be compelled to visit; and in all respects you will make your outfits as complete as possible; the Department wishing that nothing may be left undone that may contribute to your success.

You will not hesitate to assume responsibility whenever the interests of your country may seem to demand it.

For the purpose of communicating with your Government you will proceed as follows: Obtain at Mobile two uniform copies of any small English lexicon or dictionary, one to be retained by you and the other to be sent to the Department. Whenever in your letters or dispatches a word is used which may betray what you may desire to conceal, instead of using that word, write the numbers, in figures within brackets, of the page where it is to be found, and also the number of the word on the page, counting from the top. Thus, if you desire to indicate the word "prisoner" and should find this word on the hundredth page of the book and the tenth from the top of the page you would indicate it thus [100] 10. In this manner you can use a cipher without the possibility of its detection.

The *Florida* will have the honor of making the third naval cruiser under the flag of the Confederate States, and the Department relies with confidence upon the abilities and conduct of yourself, officers and men, for its success; and with my earnest wishes for the prosperity of your cruise and your triumphant return to your country, I am respectfully, your ob't serv't,

S. R. MALLORY,
Secretary of the Navy.

Delivered October 31, 1862,
FRANK BUCHANAN,
Admiral, Etc.

Returning to the journal:

Fitting out slowly—our wants cannot be promptly supplied. The Ordnance Department is as yet in embryo and Lieutenant Eggleston has much difficulty in fitting us out, even indifferently.

Our tarry has far exceeded my expectations, and all hands are very restive. Lieutenant Reed suffers particularly in this and has become somewhat bilious. Every passing squall is to him a fine night for going out, even though it be of 50 minutes' duration only.

The gentlemen know nothing of my orders, nor that, having formed plans, on consultation with Admiral Buchanan, who controls me, I shall abide by them, notwithstanding all their presumed superior judgment.

In the winter season northeast gales, as a rule, are very prevalent. They last several days, with a misty sky and heavy sea upon the bar, both favorable to the *Florida's* safe exit, and 'tis to the interest of the Confederacy that we get out intact, as my orders are to assail their commerce only, that the mercantile part of the Northern community, who so earnestly sustain the war by liberal contributions, may not batten on its progress, but feel all its misfortunes.

As the *Alabama* and *Florida* are the only two cruisers we have just now, it would be a perfect absurdity to tilt against their more than three hundred; for the Federals would gladly sacrifice fifty armed ships to extinguish the two Confederates.

When a man-of-war is sacrificed, 'tis a national calamity, not individually felt; but when merchant ships are destroyed upon the high seas individuality suffers, and the shoe then pinches in the right direction. All the merchants of New York and Boston, who have by their splendid traders become princes in wealth, and puffy with patriotic zeal for the subjugation of the South, will soon cry, "peace, peace."

I doubt not but that there will be much criticism and condemnation among the restless spirits of the service, who are always finding fault and are yet most faulty themselves. 'Tis a curse in military as well as naval life, that gossiping is carried to such reprehensible extremes; and, as a general rule, it belongs to weak-minded, shallow-pated persons.

I am impatient for that northeast gale. Singular, this winter has been almost exempt from bad weather, and my tarry has not been a matter of satisfaction. Everybody but the Admiral is impatient, he seems to fancy the retention of the *Florida*—considering her not badly employed in keeping a large fleet to watch her.

December 30.—I have been summarily detached, and Lieutenant Barney ordered to relieve me in command. The Department expresses astonishment at the delay of the *Florida,* but fails to

address the Admiral on the subject, or seek any explanation. My services (unrequited as they have been) surely entitled me to a slight consideration and call for information. The commanding officer was indirectly hit over my shoulders, and Mr. Mallory, with characteristic littleness of mind, has permitted surreptitious naval gossip to operate, without the least magnanimity of soul or manliness of purpose.

Fortunately, the President was in Mobile, and Admiral Buchanan went to him and represented the gross injustice done me; that the Secretary had failed to consult with him, the commanding and responsible officer, which he should have done, as by so doing he would not have committed so grave an error or gross an injustice. The President telegraphed and the action of the Department was annulled. My command was fully indorsed by Mr. Davis. News of the capture of the *Harriet Lane* has been received, and I presume Barney will be ordered to her. I trust she may get out.

The following letters are of interest:

NAVAL COMMANDANT'S OFFICE,
MOBILE, January 6, 1863.

Lieut. Comdg. JOHN N. MAFFITT,
C. S. Str. *Florida*,
Mobile Bay.

SIR: It is desirable that the *Florida* should be painted lead color when she runs through the blockading squadron. As you may not have the paint on board, you can approach very near that color by using lampblack in whitewash. A friend from Havana sent me word that a vessel of that color cannot be seen well at night; he has tried it. When you sail, have the *Florida* prepared in all respects for a fight, hammock nettings taken down, men at quarters, etc. Exercise caution and judgment and escape the blockaders if possible, without using your guns, as they would give the alarm to the whole squadron at anchor and to those cruising off the coast.

Respectfully, your ob't serv't,
FRANK BUCHANAN,
Admiral, Etc.

In a letter to Miss Florie Maffitt, dated April 26, 1863, Gov. Thomas Bragg of North Carolina writes, in regard to Lieut. J. N. Maffitt:

No officer in the Navy surely has done more to deserve every possible notice at the hands of his Government.

Hon. James L. Orr to Miss Florie Maffitt, dated Richmond, Va., April 2, 1863:

I called to see the Secretary of the Navy [Mr. Mallory] and had a long interview with him. He spoke in very commendatory terms of his (Lieutenant Maffitt's) spirited performance of bringing his vessel into the port of Mobile, and said it had been his intention at first to promote your father, but as the service was rather civil than military—not having his guns mounted—he had concluded to await a suitable occasion when he might promote him in the legitimate performance of his duty, and concluded by saying that he had no doubt that your father on his present cruise would so distinguish himself as would enable the Department to promote him.

January 11, 1863.

I made an effort, darling Florie, to get out last night, but the clouds all left, and the enemy (thirteen in all) were so plainly in sight that I knew I could not pass without having sixty guns fired at me—and we would no doubt be lost. So I must abide a better time, though exceedingly disappointed. * * *

Send Mary to St. Mary's [young ladies' boarding-school] and Johnnie to a man's school—it is time. Love to every one of the household. I am getting ready again and will have to fight my way out.

God bless you, my darling.

Your devoted father,
J. N. M.

Regards to all friends in Fayetteville.

From the journal:

January 13.—Made a reconnaissance down to the bar—on our return the pilot grounded me off City Point. The *Morgan* and *Gaines* came to my assistance and we had to take coal, guns, etc., out. On the 15th got off, and that night made an ineffectual effort to get out—every one disappointed.

January 16.—Blowing with avidity from the westward—rain at night. Had up steam, but the pilot said it was too dark to see Light-House Island—in fact, nothing could be distinguished twenty yards. At two I was called. The stars were out, but a light mist covered the surface of the water. Got underway—the

wind puffy from W.N.W. Double reefs were taken in our topsails and balanced reefs in the fore and main trysails. The topsails I caused to be mastheaded, and the gaskets replaced by split rope-yarns which would give way when the sheets were hauled upon and the sail set without sending the top-men aloft. Everything was secured for bad weather, a double watch set, and the crew piped down. At 2.20 all hands were called, steam was up and we were heading for the bar. A night of bitter cold had doubtless caused the Federal lookouts to obtain partial shelter from the stinging blasts of winter, and consequently abate much of their acute vigilance. This was the presumption, as to our astonishment we passed quite near to a blockader inside the bar, and were not discovered until abreast of a third, when a flame from the coal dust caused our discovery. Then the alarm was given by drums beating the call, flashing lights and general commotion, as cables were slipped, and 'mid the confusion of a surprise, a general chase commenced in the wildest excitement.

All the steam and canvas that could be applied urged us swiftly over the rugged seas, as half a dozen rampant Federals followed with intense eagerness on the trail of the saucy Confederate—that "rebel" craft whose escape from thraldom was sorely dreaded at the North, in visions of burning vessels and commercial disasters.

From stormy morn to stormy eve the chase is vigilantly continued—but the *Florida* under sail and steam was too fast for the Federals. Just before day—when all hands were breathing with more freedom—a large sail was discovered right ahead and close aboard. It was a steam sloop-of-war under topsails and looked like the *Brooklyn*. We sheered slightly from her, and again went to quarters. For some fifteen minutes we were under all her starboard guns, and a broadside would have sunk us; but the only evidence she gave of seeing us was by showing a light over the starboard gangway—and continued gracefully on without further notice; taking us, I presume, for one of their own gunboats that are so numerous in this locality.

A large armed ship was seen to the eastward and a fast gunboat on the starboard beam. Our friends from the bar continued after us in hot haste. Heavy pitching springs the fore-topsail yard; to fish and repair renders it necessary to unbend the sail and send the spar on deck. This is quickly done, but the reduction of canvas depletes our speed and the enemy shorten their distance with increased efforts to overhaul us. The *Cuyler* was within three miles of us. Their exertions are futile, for our damages repaired, the canvas again quickly swells to the storm, showing against the

background of gathering darkness a white and fleecy guiding-mark for the persistent enemy.

Desirous of ending the chase, I determined to despoil them of their guiding facility for steering. All hands were called to shorten sail, and like snow-flakes under a summer sun, our canvas melts from view and is secured in long low bunts to the yards. Thus shorn of her plumage, the engines at rest, between high toppling seas, clear daylight was necessary to enable them to distinguish the low hull of the "rebel."

In eager chase the Federals swiftly pass us, following with zeal the apparition of the Confederate that to their deluded fancy looms up far in the distance. Satisfied with this maneuver, we jubilantly bid the enemy good-night and merrily steer to the southward.

At daylight there was nothing in sight but a foamy sea and black clouds. The *Florida* ran under a pressure fourteen and a half knots. She was very wet but rode the sea like a pilot-boat.

The morning of the 17th was ushered in by a bright sun and moderate northwest wind that betokened a cessation of stormy weather. By the log we had made a run of one hundred and fifty miles to the southward and eastward since parting with our persistent fellow-traveler of the previous evening. An officer reported from aloft, "Nothing in sight but sky and water," so the customary duties of the day were resumed.

CHAPTER XVIII

"Sea orders" opened—Instructions brief but to the point—Captures the brig *Estelle,* worth over $130,000—Takes a few articles and burns her—Arrives in Havana and coals—Leaves, and captures and burns the bark *Windward* and brig *Corris-Ann*—Coal reported useless and steams for Nassau—Coals and starts for coast of New England—Is driven by hurricane across Gulf Stream and much damaged—Poor capacity of *Florida* and badly cut sails—Captures the *Jacob Bell*—Takes captain's wife, passengers, and crew on board the *Florida*—*Jacob Bell* valued at two million or more—Burns her—Resigns cabin to ladies and sleeps on gun-deck—Vituperation and revenge of Mrs. Williams, passenger on *Jacob Bell*—Arrives at Bridgetown, Barbadoes, and calls on Governor—Appoints Naval Agent—Captures *Star of Peace,* with 850 tons of saltpeter, which is burned—Report of *Laura Ann*—*Florida* captures *Aldabaran* and burns her—Captures *Lapwing* and places guns on board with officers and men and Lieutenant Averett to command.

I continue from the journal:

The "sea orders" of the Secretary of the Navy were opened and found to contain brief but distinct instructions in regard to the duties I was ordered to perform.

Being interdicted by all governments from taking the captured vessels into any foreign port for adjudication, the only resort was burning, or bonding, at the discretion of the commanders afloat. Prisoners were to be treated with humanity and kindness, their individual baggage respected and preserved from pillage. When opportunity offered these prisoners were to be released on parole, at the discretion of the commanding officer. Confederate cruisers were expected to subsist upon the enemy. As the Confederacy, especially in point of naval equality, was numerically no match for the United States, gratuitous combats with Federal cruisers were to be avoided, as even success would inflict no appreciable injury upon the enormous naval power of the enemy. The Confederate cruisers were armed for determined defense when battle could not be avoided, but not for the indulgence of a quixotism that might deprive the South of the power of effectually wounding the mainsprings of the North. These instructions were brief and to the point, leaving much to the discretion but more to the torch.

January 19.—Captured the brig *Estelle,* cargo and vessel worth $130,000. She is, or was, on her first trip from Santa Cruz, Cuba, with a full cargo of honey and sugar, for Boston. The officers and crew seemed astonished and much gratified with the courtesy exhibited to them. All signed paroles, so made no confinements. Stood in toward Bahia Honda and ran the coast down for Havana to get coal and clothing, for our men were sadly in need.

I give below the account furnished to a Northern paper by Captain Brown of the capture of his vessel, the brig *Estelle:*

At one o'clock of the afternoon of January 19, in latitude 23.50, longitude 84.17, a three-masted propeller, heavily armed, ran down, fired a gun, and as the smoke cleared away, I saw that the steamer was a Confederate man-of-war. Although the sea was running very high, boats were promptly lowered and a young lieutenant came on board. He announced that the brig was a prize to the Confederate steamer *Florida,* Capt. John N. Maffitt, and directed that myself and crew should pick up our personal effects and repair on board. We did so. Captain Maffitt received me with great courtesy, invited me into his cabin, and said he regretted that it was necessary for him to burn my vessel, that the consequences of this unnatural war often fell most heavily upon those who disapproved of it—he trusted the vessel was owned by abolitionists. Some few articles were removed to the *Florida* and fire was at once applied to the poor *Estelle.* She was a new brig and on her first voyage. The cargo and vessel were worth over $130,000.

I was on board the *Florida* two days, and myself and crew were treated with marked courtesy. Captain Maffitt and officers were every inch the considerate gentlemen and attentive officers. I take pleasure in doing justice to my captors, however much I may feel in another point of view. Generosity and courtesy on the part of enemies should not pass unheeded by, as the rigors of a sad and unnatural war may be somewhat mitigated by politeness and manly forbearance. I would add that Captain Maffitt returned our personal effects, but retained the chronometer and charts.

JOHN BROWN,
Late Master of the Brig *Estelle.*

From the journal:

At 7.20 P. M. on the 20th of January we entered the harbor of Havana. We were hailed and ordered not to pass the guard-

boat, but did not understand until the next day the new law of the port, so proceeded in and came to near the admiralty.

After waiting an hour I went on shore and called upon Major Helm.

The next day, the 21st, I made the amende to the captain of the port for entering at night—not being aware of the new regulation. We commenced taking in Cardiff coal selected by Mr. Quinn, engineer. The excitement in Havana on our arrival was intense. Crowds were on the wharf, and a very strong Southern feeling was exhibited. As the American consul had sent an express to Key West we knew that a Federal fleet would be around the port in twelve hours, so it was important to be off at once. We could not get ready in time, but went to the upper buoy near the guard-ship and remained all night.

As day dawned on the morning of the 22d we left the harbor, and this day destroyed two Yankee vessels—the bark *Windward* and brig *Corris Ann.* The *Windward,* Captain Roberts, was captured four miles from Matanzas, which port she had just left. She was burnt and her crew sent ashore in their own boat. She was loaded with molasses and bound to Portland. The *Corris Ann,* of Machias, Maine, Captain Small, was loaded with shooks (barrel staves) from Philadelphia.

On the morning of the 23d the engineer in charge reported that the coal received at Havana would not make steam. I ordered a general survey on the same, which resulted in its condemnation. Could make but three knots with it. As the Federals were in sight and could accumulate in overpowering force, I ran over Salt Key Banks to the eastward—as it was evident with such fuel we could not perform our duty.

On the 25th ran through, as we presumed, Queen's Channel, and shaped our course to clear Green Key, slowing down to three and two miles the hour that we should not arrive at the Banks until dawn. About 4 A. M. I fancied that the motion was peculiar. Went on deck, had the lead hove, and to my surprise was in four fathoms. We let go the anchor and awaited daylight. When we could see I found that the current had swept about northeast, and we had, with singular fortune, passed through a narrow channel. We ran out a line of soundings, and at 4 P. M. we were all right in the tongue of the ocean. Steered for Nassau.

January 26.—At 2 A. M. made Nassau Light, and at break of day were abreast of it, and when the buoy could be seen I ran in and crossed the bar. The pilot joined just as I was inside. We anchored, and I was soon informed by my friend Lieutenant

Williams that a port law (recently made) had also been infringed here. I went with Lieutenant Williams to the Governor, made an explanation, and asked permission to coal, which was given under the twenty-four hour rule.

Breakfasted with Lafitte's family and Haylligan, our agent.

At 11 went on board and received the visits of the officers of the W. I. Regiment and other friends.

On shore the demonstration was most friendly and congratulatory. Nassau is decidedly a Confederate stronghold. Some twelve vessels, with cargoes, and several steamers for the South were in port. Among the commanders I met Lieutenant Wilkinson of the Navy, who commanded the *Giraffe,* and was about making his second trip.

January 27.—We finished coaling at 10 A. M. Some twenty-six men (our hard cases) deserted—obtained several good ones. At twelve we were outside and hove to in hopes of filling up our crew. At night ran down to Green Key to restow our hold and put the vessel in serviceable condition, which could not well be done at sea.

The weather stormy. After all things were put to rights and the vessel repainted we made an attempt to pass through Queen's Channel, but the mist and breakers obliterated the fair-way, so we stood back.

On the following day made a course to the channel. When near it saw a Federal steamer, presumed to be the *Saint Jago de Cuba,* of ten guns. As our cruise had but just commenced and its object was the destruction of commerce, I did not think it my duty to seek an engagement and run the risk of injury to our engine—so kept away.

The Federal outsteamed us, and had she wished a battle nothing was more easy than for her to have come up; but it seems her engine was always deranged as she commenced getting within range. We learned afterward that it was the *Sonoma,* of four, and deeply regretted that we did not engage her.

When we cleared Abico the Federal was nearly hull down. Her game was evidently to follow until she fell in with other Federal cruisers, and then jointly to attack.

We stood to the northward with the view of giving the coast of New England a small appreciation of war troubles; but a gale off Cape Hatteras did us much injury and we were compelled to cross the Gulf Stream to get out of it. By this time our coal was so reduced that I was necessitated to relinquish my dash on the New

England coast and bear up to one of the West India Islands to supply the vessel with coal, for the *Florida* unfortunately stows but nine days full steaming coal.

I deeply regretted the capacity of the *Florida* and the badly cut sails that do so little justice to her beautiful hull. She is too low in the water, and her hasty build tells seriously in a sea-way. Lost the launch.

We had to run to the southward and eastward to get out of the circle of the gale—it was a cyclone of considerable power. The *Florida* behaved well, though exceedingly wet. Deeply did I regret my inability to make the anticipated visit.

February 5.—A misty night. At 8 P. M. made a steamer on our starboard beam; she changed her course toward us and seemed very fast. In an exceedingly short space of time she ran close to us. We saw she was very large and lengthy. Held a small light over the side. After rounding to on our starboard quarter she started quite rapidly to the southward, in the direction of St. Thomas.

I am convinced that 'twas the *Vanderbilt,* and we deceived her by a small light, mistaking us for some West India trader. To have been rammed by this immense steamer would have closed our career, and all were rejoiced to see her leave us.

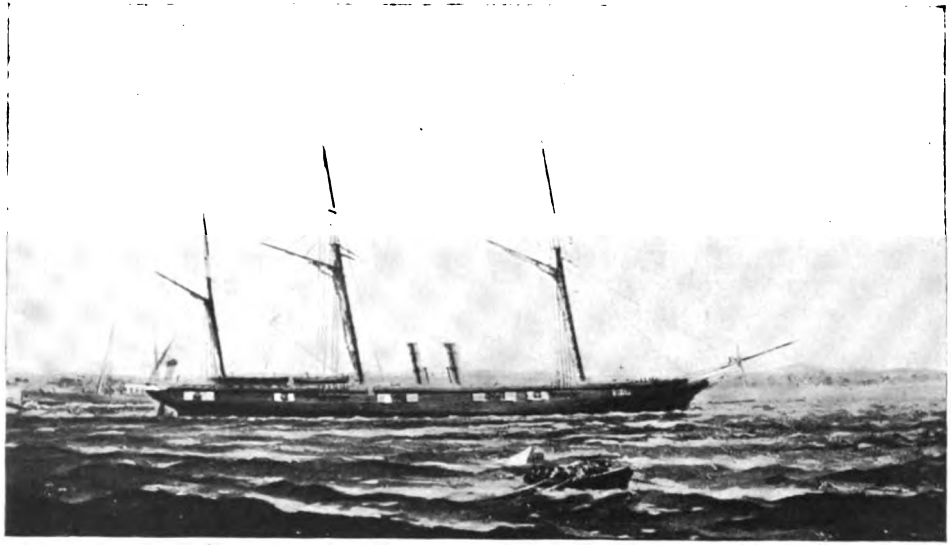
February 12.—At 10 A. M. saw a large sail on our port beam. Gave chase, and at 4 P. M. made a prize of the ship *Jacob Bell* of New York. Her tonnage was about 1,300, and she is esteemed one of the most splendid vessels out of New York that trades with China.

A message came that the captain had ladies on board and that his wife was on the eve of confinement. I sent Dr. Garrettson on board to investigate and to say that the ladies must leave the ship, as I was determined to burn her. The ladies came, and with tons of baggage. I surrendered my cabin to the ladies. The party consisted of Mrs. Frisbie (the captain's wife), Mrs. Williams, whose husband is a custom house officer at Swartow, China; a lad, Louis Frisbie, and another, Charlie ——, son of a missionary from Rhode Island, now stationed at Swartow. The passengers and crew amounted to forty-three persons.

The *Jacob Bell* had a cargo of choice tea, camphor, chow-chow, etc., valued at two million or more.

We took such articles as we required, and on the 13th at 4 P. M. we set her on fire.

Mrs. Frisbie was a very quiet, kind-hearted lady; Mrs Williams, I fancy, something of a tartar. She and Captain Frisbie



THE "FLORIDA" CAPTURING THE "JACOB BELL"

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were not on terms. They remained in possession of my cabin for five days, when I put the entire party on board the Danish brig *Morning Star,* bound to St. Thomas.

If they speak unkindly, such a thing as gratitude is a stranger to their abolition hearts.

The woman, Mrs. Williams, left some empty hamper baskets on board the *Florida,* and it took Captain Maffitt hours to convey her personal baggage from the *Florida* to the *Morning Star.* He learned after the war that she had claimed insurance from the company with which she was insured, for this baggage as lost, and also had gained possession of some of his estate, which was libeled and divided with this informant by the Federal Government.* She also wrote a book, "A Year in China," in which she grossly misrepresented all the facts of her capture and treatment. Admiral Preble sent a copy of this book to Captain Maffitt, and after reading the book, my husband wrote for Admiral Preble a true account of her whole conduct while on board, and of the courtesy with which she had been treated.

On the contrary, when Captain Frisbie† met a member of Captain Maffitt's family in Mystic, or New London, Conn., he spoke in the highest terms of the kindness and consideration with which he and the whole party had been treated, and recognized the loss of his ship as the fortune of war.

From the *Washington Chronicle* of March 3, 1863, I copy the following:

The Confederate steamer *Florida* captured and burned on the 12th of February the ship *Jacob Bell,* from China, bound to New York, with sixteen thousand chests of tea on board. Her cargo was valued at one and a half millions of dollars. The Government duties on the same would have amounted to $175,000.

*This property has never been recovered, and the deeds and papers now in my possession confirm the above statement and show its great value.—E. M.

†This gentleman also presented Captain Maffitt with an oil painting of the *Jacob Bell,* his personal property.

The *Jacob Bell* belonged to the house of A. A. Low & Co., of New York, the most radical abolitionists of that city.

Again from the journal:

February 25.—We arrived in Bridgetown, Barbadoes. As usual we attracted considerable attention and curiosity; the negroes were en masse—all very demonstrative in their language and welcome.

What a contrast to the last time I visited this place in the *Macedonian* frigate in 1841. Then the "Stars and Stripes" floated over my head and the "Union" seemed as firm as the rock of Gibraltar. Abolitionism was considered treasonable, and the North and the South were as one; for nullification had died a natural death, and harmony guided the National association.

Now, the "Confederate flag," until this day a total stranger to Barbadoes, floated from our gaff, and the *Florida* became the first herald of nationality which the inhabitants had seen.

I called upon Governor Walker and found him quite a pleasant gentleman, though much troubled with a nervous disease of the system. He seemed in doubt as to the power he had of permitting me to coal, but I represented that we had been in a severe storm, which had done us much injury, and our fuel had been expended in steering out of it. At his request I addressed him a communication to that effect and he granted my application:

"C. S. S. 'FLORIDA,'
"BARBADOES, February 24, 1863.

"To His Excellency JAMES WALKER, C. B.

"SIR: Having been much injured in a recent gale of wind, and being entirely out of coal, expended in said gale, I have been forced into this port for repairs, etc.—

"Under these circumstances I am under the necessity of asking special permission to coal and obtain such lumber as will enable me to depart immediately for distant seas.

"I am most respectfully, your ob't Serv't,
"J. N. MAFFITT,
"C. S. Navy,
"Com'g C. S. S. *Florida*."

I dined with him (the Governor) at 7 P. M.—a regular official dinner, where some twenty guests, nearly all military, were assem-

bled. Mrs. Walker is a native of Ireland. Her daughter is quite an agreeable young lady. A number of officers were at the table and the form and ceremony were rather excessive.

I found the Governor all *the* Governor, and while I could divine the impulse of his heart, all Southern, yet his personal opinions to me were mantled in his official capacity. During the evening we had music, and at 9.20 I quietly withdrew and returned on board.

The vessel was visited by nearly all the army officers, and I found them warmly Southern in sentiment. The gallantry of our troops was a theme that engrossed all their enthusiasm, and our generals, particularly Lee and Jackson, received many high professional compliments. McClellan they regarded as an able general, but too fond of the spade.

I appointed Mr. Robert Gordon, of the firm of Gavan & Co., Confederate agent, for I found it absolutely necessary to have a business friend on shore to attend to such interests as a Confederate vessel might have at stake. Mr. Gordon is a warm friend of the South—a man of wealth and influence; besides he has independence and candor in regard to the struggle.

"BARBADOES.

"*To all to whom these Presents shall come, Greetings. Be it known,*

"*Whereas,* I, John Newland Maffitt, commander of the Confederate States steamer of war *Florida,* have put into the port of Bridgetown, in the British island of Barbadoes, for the purpose of coaling and provisioning the ship aforesaid; and whereas I have deemed it expedient and necessary that my said Government should be duly and fitly represented at the port aforesaid,

"Now know ye that by virtue of the power and authority vested in me by my said Government, I do hereby nominate, constitute, and appoint Robert Gordon, Esquire, of the city of Bridgetown aforesaid, merchant, and trading with others under the firm and style of Michael Gavan & Company, to be Agent of the Confederate States of America at the port aforesaid; and I do hereby enjoin and command all officers of my Government, both Army and Navy, and all merchant captains and others sailing under or claiming the protection of my said Government, to recognize the said Robert Gordon in that said capacity.

"In witness whereof I have hereunto set my hand and seal at Bridgetown, Barbadoes, this twenty-fifth day of February in the year of our Lord 1863."

Two American vessels in ballast were about to sail, and the Governor required that I should not depart until they had been out twenty-four hours—which gave more time for coaling.

January 26.—Quite a number of gentlemen came off at dusk to call. All were full of zeal in their Confederate sentiments. I played the host until a late hour. I then proceeded out, steering due east. We ran to the southward, but could make no easting, so determined to make Lat. 35 and Long. 30 for the N.E. trade.

From a copy of Captain Maffitt's report to the Secretary of the Navy (of this date, Barbadoes) now before me, I take the following:

When we started from Mobile the engineer in charge reported Third Assistant Engineer W. H. Jackson as totally unfit for his position, and that he had frequently by his incapacity and negligence endangered the safety of the engine. I relieved him from charge of a watch in the engine-room and placed him with the second engineer, that he might be instructed in his profession and eventually be made of service to the ship. This officer has again been reported as indifferent and inattentive; his presence proving a disadvantage. I have given him permission to return to the Confederacy, stating in the said permission the reasons for granting it.

Below is the report of Second Assistant Engineer Charles W. Quinn:

C. S. STEAMER "FLORIDA,"
AT SEA, February 14, 1863.

SIR: Agreeable to your instructions at Nassau, N. P., on the 27th of January, I took Mr. Jackson, third assistant engineer, on duty with me. After using my best endeavors to instruct him in the care and details of the machinery of this ship, I am sorry to say, sir, that his manifest indifference to the interests of this vessel has entirely disheartened me. A man must have some energy of mind and take some interest in his profession to achieve any good, especially under the present circumstances; and, sir, I beg most respectfully that you will relieve me of him, as he only adds to my cares and responsibilities, and is also very embarrassing to me.

Most respectfully, your obedient servant,
CHAS. W. QUINN,
Second Assistant Engineer.

Lieut. Comdg. J. N. MAFFITT, C. S. N.

This endorsement in Captain Maffitt's handwriting is attached to the above:

The executive officer of this vessel will relieve Mr. Jackson from all duty on board from this date.

JOHN N. MAFFITT,
Lieut. Comdg. C. S. S. *Florida*.

AT SEA, February 14, 1863.

The above officer, Mr. Quinn, subsequently in his report to his commander, stated:

Through his [Mr. Jackson's] ignorance the vessel would have been lost had our first attempt to get out of Mobile been carried out. Mr. Jackson so fooled with the feed-valve of the forward boiler, before coming out of Mobile, as to make it perfectly useless; and, sir, had I not by chance found it out and set it to rights, the *Florida* would have been lost had she gone out on the 15th of January.

On the 21st of January, Captain Maffitt, through good feeling and a good desire to try and make an engineer of Mr. Jackson, put him on watch with me, but I must say, as I have said before, that Mr. J. is the last man that ought to go in an engine-room as an engineer. I have tried and found him deficient as such in all its branches. I remain, yours respectfully,

C. W. QUINN,
Acting Chief Eng., C. S. Str. *Florida*.

August 30, 1863.

I again turn to the journal:

March 6.—At 9 A. M. we ran alongside of the *Star of Peace*, of Boston, from Calcutta. She was about 1,000 tons—loaded with saltpeter, 850 tons, for the Federal Army, and other valuable cargo besides. Took on board Captain Hickly and crew and burned the ship. When she was on fire we exercised our guns upon her, distant 850 yards. We made some good shots, but the roll was so great our accuracy was not up to our expectations. At 5.30 P. M. we steamed east, and at 9.30 P. M., when some twenty miles from her, the saltpeter ignited, and a more beautiful panorama was never witnessed on the ocean. Although some twenty

miles from her the flames were so high and so brilliant that the focal rays illumined our sails and the ship did not appear more than five miles distant.

The following appeared in the St. Kitts *Gazette* of August 13, 1863:

Captain Warn, of the schooner *Laura Ann,* arrived yesterday, and reports that on Saturday week she was boarded by the Confederate steamer *Florida,* Captain Maffitt, who requested Captain Warn to take on board twenty-seven prisoners, captured from prize ship *Star of Peace,* of Boston, from Calcutta, laden with saltpeter, which vessel was destroyed.

The captain of the *Laura Ann* says that the officers and men of the *Florida* are a fine set of fellows, that the ship was neat and clean, and that order seemed to reign on board.

The *Florida* reports having been chased after leaving Barbadoes by the *Vanderbilt,* and night coming on, she tacked ship and stood for the *Vanderbilt,* all her lights having been extinguished and her steam stopped. The *Vanderbilt* approached and hailed to know if a steamer had passed. The reply was, "Yes, and going at great speed right astern." The *Vanderbilt* kept on after the "will-o'-the wisp," and the *Florida* soon after captured the *Star of Peace.*

I think the above report in regard to the *Vanderbilt* incident refers to the meeting reported by Captain Maffitt some pages back and before reaching Barbadoes, as he does not mention in his journal a second meeting at this time.

March 12.—This day captured the schooner *Aldabaran* from New York, to Marenham, Brazil. Her cargo was flour, provisions, clocks, etc. We burned her. Captain Hand seemed to think it hard that such true Southern Democrats as his father and himself had been should have their vessel burned. I found him [the father, I presume] quite a clever little gentleman, modest and polite. Both he and Captain Hand expressed great opposition to the war, which they denounced as a battle for the negro and not for the Union.

We fell in with an English brig bound for Grammock, Scotland. She took Captains Hand and Hickly, mates, and three men. We furnished water and provisions as the captain feared he might be on short allowance.

We overhauled an Austrian bark bound to New York with coal for Mr. Cunard of the Royal Mail Steamship Line. Doubted the propriety of passing her, but at length gave him all the benefits of the doubt. He took a few of our prisoners. We furnished provisions and water.

March 28.—This day at 10 A. M. captured the Boston bark *Lapwing*, bound to Batavia loaded with provisions, lumber, furniture, and two hundred and sixty tons of anthracite coal. The captain was terribly excited, not dreaming of a Confederate man-of-war in his locality.

As she seemed to be a fine vessel, I placed two howitzers on board and ordered Lieutenant Averett to command her, furnishing him with two officers and fifteen men*—Midshipman (Acting Master) Bryan, Midshipman Dyke, and Dr. Grafton.

The following instructions to Lieutenant Averett are before me:

SIR: I send you a signal book and complement of flags.

Latitude, ——; longitude, 29° 30′; Rendezvous No. 1. The Island of F. de N.; Rendezvous No. 2.

At a future period I will name such points of rendezvous as may be expedient.

As a general rule you will keep from six to eight miles apart from this vessel, that our view may be more extended. Get your vessel in good sailing trim and as efficient as our means will permit.

If by any contingency we may become separated I'll be found at Rendezvous No. 1, but if forced into a port for fuel, information will be had at Rendezvous No. 2. In time you will receive more men.

I am, respectfully, etc.

To Lieut. Comdg. AVERETT.

The answer to this is before me and is as follows:

C. S. BARQUE "ORETO,"†
AT SEA, March 29, 1863.

MY DEAR SIR: Your letter of this morning is at hand. I am deeply sensible of your kindness to us, and independently of a

*Afterward increased to eighteen men.
†*Lapwing.*

sense of my duty, my sentiments toward my commanding officer will prompt a strict obedience of your orders.

I respectfully refer to your unbiased judgment whether I ought not to have the very best men to be obtained. We may be separated—the chances of war *may* preclude the possibility of our rejoining. In such a case ought I not to have by me men worthy of trust, and skilful?

I am standing a watch and intend to continue to do so till everybody has learned his place and feels his sense of duty. Mr. Dyke is in charge of a watch with Russ a 2d m. and adviser.

If we are to keep in sight would it not be better for you to run to leeward of me always. You are more weatherly.

Reciprocating every kind feeling and under many obligations, I remain,

Very truly yours,

S. W. AVERETT.

Captain MAFFITT.

CHAPTER XIX

Captures the *M. J. Colcord*—Boarded Danish brig *Christian* and put all prisoners on board with liberal provisions—Wrecked and burned *M. J. Colcord*—Seeks Lieutenant Averett and *Lapwing*—Meets her and takes her coal—*Lapwing* leaks, so revokes orders and directs Lieutenant Averett to meet him at Fernando de Noronha—Captures *Commonwealth,* valued at $370,000—Captures *Oneida,* valued at $1,000,000—Captures *Henrietta*—Reaches island of Fernando de Noronha—News of the *Alabama*—Startled by fire-bell; flames soon extinguished—New Governor arrives and requests immediate departure of *Florida*—*Florida* departs and meets *Lapwing*—Lieutenant Averett detached and Floyd placed in charge with orders to anchor under Rocas Island—*Florida* receives all the *Lapwing's* coal—Captures the *Clarence*—Lieutenant Read proposes to take her and cruise, which is accepted, and he takes charge of the *Clarence* and separates from the *Florida.*

From the journal again:

March 30.—At 8.45 P. M. we captured the bark *M. J. Colcord,* from New York, bound to Cape Town, loaded with an assorted cargo. I received on board such necessities as were required. Took the crew on board and left the captain and his wife.

Unfortunately we lost Lieutenant Averett this night. He must have had a bad lookout, for we saw him up to 11.30 P. M. We fired a rocket and had two lights up.

April 1.—At 10 A. M. boarded the Danish brig *Christian,* bound to Santa Cruz from Dublin. Put *all* our prisoners on board, furnished a liberal allowance of provisions, and then wrecked and burned the *M. J. Colcord.*

I steamed to the southward with the hope of overhauling Mr. Averett. No use.

April 12.—To this date, in the trades. We have frequently chased, but the vessels all proved neutrals. At 11.40 made St. Paul's Islets—a cluster of rocks protruding from the bosom of the Atlantic in shapes most fantastic—latitude, 55′ 30″ north; longitude, 29° 22′ west.

At 2.20, when within a quarter of a mile of them, I sent a boat with Lieutenant Stone to obtain sights to correct our chronometer; but the boat could not land in consequence of the heavy seas that broke all around them.

Fish, sharks, and birds (brodies) swarmed around these jagged and dangerous rocks. No reef surrounds the Islets.

April 13.—Calm, with one heavy shower of rain, which was taken advantage of to scrub hammocks and wash clothes. Nothing of Mr. Averett—what a misfortune! The swell is to-day without regularity and the barometer fluctuates from 29° 90′ to 30° 30′.

April 14.—At 10.50 A. M. made a sail to the southward and eastward—presumed it *might* be Mr. Averett. We got up steam and ran down for the sail, and at 3 P. M. had the satisfaction of hailing the *Oreto* (late *Lapwing*), a most fortunate meeting; for both had drifted some thirty miles away from the rendezvous. The southeast current is very powerful in our position of 00° 10′ south and longitude 29° 16′ west.

At 5 P. M. commenced coaling and continued through the night. A more perfect God-send we could not have had at the present moment, particularly as our bunkers were nearly empty.

We found all on board in good health and living like lords on Yankee plunder. Mr. Averett was unhappy that he had not captured a prize. His vessel leaks, and does not hold a good wind—will have to burn her when we expend her coal. Very few vessels are to be seen.

Revoked all Mr. Averett's former orders, and directed him to meet me at Fernando de Noronha May 4, when I will take all his coal, and have I trust captured one for further use.

April 15.—Latitude, 7 north; longitude, 28° 54′ west. Current to-day evidently to the northward and eastward, as we have been hove to coaling all the livelong day. 'Tis calm and very hot. Coal coming on board quite well considering that we have to boat it. Black fish in numerous schools all around us. Midshipman Sinclair sent on board in place of Mr. Dyke—this latter young gentleman not troubled with professional zeal, though his natural ability is excellent. Hope to finish coaling by 12 to-night—surely by daylight, when I shall steam to the westward in this calm belt.

I have always observed that coaling is demoralizing to a ship's company. The dirt and temporary abnegation of the usual formality of a man-of-war produces a general laxity that cannot be avoided unless the officers are experienced in proper discipline of naval jurisprudence. Unfortunately, the young officers of this vessel lack that training. I have good reason to regret their want of vim and early training, that would no doubt have made them more observant, careful, and military. They would in battle fight

well, but do not seem fully to appreciate the training that is necessary for the purpose of being formidable when the trial comes. Too vapid.

April 17.—Hove to all night with banked fires. At daylight made out several sail, which all proved to be neutrals.

At 10.20 A. M. captured ship *Commonwealth* of New York, bound to San Francisco, Cal. She was a large and fine ship of some 1,300 tons, with a most valuable cargo, sixty thousand dollars' worth of which was on the account of the Federal Government. The ship and cargo was valued at $370,000. I received from her what was required on board the *Florida* and then burned her.

Captain McClernel I found to be a most gentlemanly person, and the cool and quiet manner which he exhibited under his peculiarly annoying position quite won my respect. It is hot, very hot Papers up to the 19th of March—no particular news contained in them. The Yankees print lies with ease and indorse the most absurd statements in regard to the South.

This morning Captain McClernel by his Masonic sign won over a French captain, who took him and ten others as passengers.

April 25 captured the ship *Oneida,* of New Bedford, from Shanghai, China, to New York. She had on board a valuable cargo of choice tea, valued at one million of dollars in the United States. Captain Potter was rather an odd fish, and seemed to think that the rings on his fingers were also to be seized by the Confederates. I told him that we had the example but followed it not.

On the 23d of April we captured the bark *Henrietta* of Baltimore, bound to Rio Janeiro. Her cargo consisted of flour and other provisions. Received her passengers and crew on board and burnt the vessel. I placed our prisoners on board a French bark, which stipulated to land them at Pernambuco.

We anchored off the settlement of the island of Fernando de Noronha—communicated with the Governor and found that the *Alabama* had sailed from here the day before our arrival.

April 28.—At 1 A. M. was startled by the fire bell, and found the cause in the port bunker, which had fired by spontaneous combustion. We soon extinguished the flames.

On May 1 a Brazilian Government steamer came in, bringing a new Governor for the island, the late Governor having been deposed in consequence of reported extreme courtesy on his part to Captain Semmes of the *Alabama.* On the day of the new Gov-

ernor's arrival he addressed me a long and somewhat absurd communication requesting my immediate departure from the island.

The following letter is from Colonel Leal, commanding at the fort of Fernando de Noronha, Brazil, to Commander Maffitt, C. S. Navy, commanding C. S. S. *Florida,* protesting against breaches of neutrality committed in that port:

(Translation.)

QUARTERS IN THE FORT OF FERNANDO DE NORONHA,
May 1, 1863.

I have been informed by His Excellency the President of the Province, in pursuance of an official communication from Major Sebastião José Basillio Pyrrho, whom I have just succeeded in the command of this port, that Commander Semmes, of the steamer *Alabama* of the Confederate States of America, having anchored on the 10th day of April last in the harbor of Ilha Rata [Rat Island], near here, remains there in relations with the fort, having sailed out several times for the purpose of capturing vessels belonging to the United States and having returned to the same place after taking and burning two, viz., the ship *Louisa* [*Louisa Hatch*] and the brig *Haticory* [*Kate Cory*]. He withdrew from this fort on the 20th of the same month. Mr. John Maffitt, commander of the steamer *Florida,* having likewise entered this harbor on the 28th of the aforesaid month for the same purpose (which is abundantly proved by the fact that the aforesaid Mr. John Maffitt put ashore, on the beach of this fort, thirty-two persons who belonged to the crews of the ships *Oneida, Jacob Bell,* and *Seja* [*Henrietta?*], after that vessel had been burned), and such acts being manifest violations of the law of nations and of the neutrality and sovereignty of a friendly nation, which has never allowed its territorial waters to be made a place of shelter and a base of hostile operations against vessels belonging to another nation, this commandancy energetically protests against such acts in the name of the Government of his country, and notifies Mr. John Maffitt, commander of the steamer *Florida,* in default of other more forcible means of signifying his condemnation of all such acts, to withdraw from the territorial waters of this island and those adjacent within twenty-four hours from the time of the official reception of this notice, this space of time being granted to him for the sole purpose of providing himself with such supplies

as may be indispensable to him in order to continue on his voyage; and, moreover, in the name of his Government he protests against the consequences that may result between the Confederate States and the Empire from Mr. Maffitt's disregard of this notice.

This commandancy hopes that Commander John Maffitt will not refuse to conform promptly to a notification that is based on right and justice.

At the expiration of the time above mentioned, if the steamer *Florida* shall not have withdrawn, I shall announce that expiration by a blank cannon shot, and after that I shall break off all relations with the commander and his crew and I shall prevent him from having any communication with the shore as far as I am able, and I shall refuse to him as effectively as possible any aid or comfort, and I renew, in conclusion, the protests which are stated above with sufficient explicitness.

ANTONIO GOMES LEAL,
Colonel Commanding.

Mr. JOHN MAFFITT,
Commander of the steamer *Florida* of the Confederate States of the American Union.

I accordingly departed, and soon fell in with the *Lapwing,* Lieutenant Averett, who reported the capture by him of the ship *Kate Dyer,* which he bonded for $40,000, as she had a neutral cargo on board.

Lieutenant Averett reported the *Lapwing* as leaking and totally unfitted for a cruiser. I detached him from the vessel, and receiving on board her armament, placed Acting Master T. S. Floyd in charge, with Midshipman Sinclair, instructing Mr. Floyd to anchor under the Rocas Island, eighty miles west of Fernando de Noronha, for the purpose of receiving from him his coal; which was of an excellent quality.

On the 6th of May we captured the brig *Clarence* from Rio *Janeiro,* bound for Baltimore, with a cargo of coffee. Lieut. C. W. Read proposed to take the *Clarence* with her cargo and papers intact, proceed to Hampton Roads, and, if possible, cut out a gunboat, or burn the merchant vessels congregated at Fortress Monroe. I acceded to his proposition and stated my plans for appearing about the same time on the coast of New England.

I give Lieutenant Read's communication:

C. S. STEAMER "FLORIDA,"
AT SEA, May 6, 1863.

SIR: I propose to take the brig which we have just captured, and with a crew of twenty men to proceed to Hampton Roads and cut out a gunboat or steamer of the enemy.

As I would be in possession of the brig's papers, and as the crew would not be large enough to excite suspicion, there can be no doubt of my passing Fortress Monroe successfully. Once in the Roads, I would be prepared to avail myself of any circumstances which might present for gaining the deck of an enemy's vessel. If it was found impossible to board a gunboat or merchant steamer, it would be possible to fire the shipping at Baltimore.

If you think proper to accede to my proposal, I beg that you will allow me to take Mr. Brown and one of the firemen with me. Mr. Brown might be spared from this ship, as his health is bad, and you could obtain another engineer at Pernambuco.

Very respectfully, your ob't serv't,
C. W. READ,
Second Lieutenant, C. S. N.

To which Captain Maffitt replied:

C. S. STEAMER "FLORIDA,"
AT SEA, May 6, 1863.

SIR: Your proposition of this date has been duly considered—under such advisement as the gravity of the case demands. The conclusion reached is that you may meet with success by centering your views upon Hampton Roads. The *Sumpter* (a Cromwell steamer) is now a kind of flag-ship anchored off Hampton Bar, and at midnight might be carried by boarding. If you find that impractical, the large quantity of shipping at the Fort, or in Norfolk, could be fired and you and your crew escape to Burrell's Bay, thence making your way in safety to the Confederate lines.

The proposition evinces on your part patriotic devotion to the cause of your country, and this is certainly the time when all our best exertions should be made to harm the common enemy and confuse them with attacks from all unexpected quarters. I agree to your request and will not hamper you with instructions.

Act for the best, and God-speed you. If success attends the effort, you will deserve the fullest consideration of the Department, and it will be my pleasure to urge a just recognition of the same.*

Under all circumstances, you will receive from me the fullest justice for the intent and public spirit that influences the proposal.

I give you a howitzer and ammunition, that you may have the means of capture if an opportunity offers *en route*.

Wishing you success and a full reward for the same,

I am, yours very truly,
J. N. MAFFITT, C. S. N.
Lieut. Comdg. C. S. S. *Florida*.

At —— Lieutenant Read with twenty men and Third Assistant Engineer Brown separated from the *Florida*.

Captain Brown, of the bark *Clarence*, is a regular "down-Easter," full of biblical lore on slavery, and yet strong on the Constitutional rights of the South. Mrs. Flories and daughter, thirteen years old, with a son of seven, and infant, became my guests. Mrs. Flories had married a Southerner and it was quite amusing to hear her Milesian Southern sentiments.

*This was done by Captain Maffitt in his reports to Mr. Davis, when the latter was writing "The Rise and Fall of the Confederacy."

CHAPTER XX

The *Florida* arrives at Pernambuco, Brazil—Lieutenant Maffitt communicates with the Governor—Governor refuses his request—Maffitt's reply and interview with the Governor finally obtains courtesies of port—Letter to his children—Captures the *Crown Point,* receives passengers and crew and burns her—Proceeds to Rocas Island to meet *Lapwing*—Sad drowning of Dr. Grafton and romance connected with him—Captain Maffitt's account of accident—*Florida* sails for Ceará—Letter of Governor of Ceará—*Florida* captures *Southern Cross*—Captures the *Red Gauntlet*—Captures the *Benj. Hoxie* and $105,000 in silver bars—Captures *V. H. Hill*—Captures *Sunrise*—The *Florida* attacks the U. S. S. *Ericsson*—She escapes in a fog—Capture of *W. B. Nash*—*Rienzie* captured—Paymaster James Lynch dies—The *Florida* salutes the fort at St. Georges and the salute is returned—Only salute by a foreign government to the Confederate flag—Note in regard to the same—List of articles sent into the Confederacy by the *R. E. Lee*—A timely present—Letter from Secretary Mallory to Commander Maffitt—Appointed a commander, C. S. N.—Letters from officers of the *Florida.*

I resume from the journal:

On the morning of the 8th of May we arrived off the port of Pernambuco. It was five o'clock in the afternoon before the Governor consented to send me a pilot, and received me in the harbor with the greatest reluctance. On his attempt to restrict me to the twenty-four-hour rule, I made a written protest, and eventually succeeded in obtaining his permission to remain until the necessary repairs to the machinery were completed.

First communication from Lieutenant Commanding Maffitt to the Governor of Pernambuco:

C. S. STEAMER "FLORIDA,"
May 8, 1863.

To His Excellency THE GOV. OF PERNAMBUCO, BRAZIL.

SIR: Serious damage to the engine of this steamer, as well as want of fuel, has rendered it necessary for me to enter the harbor of Pernambuco.

I respectfully request the privilege of an anchorage for a few days until the vessel can be prepared for sea. Every exertion will be made to render her tarry as brief as possible.

I take the liberty of remarking that the courtesy which I have above solicited has been unhesitatingly conferred upon Confederate States vessels in their necessities by many different nations since the commencement of this unhappy war.

I am, very respectfully, your ob't serv't,
JOHN N. MAFFITT, C. S. N.,
Lieut. Comdg. C. S. S. *Florida.*

The Governor's reply:

(Translation.)
PALACE OF THE GOVERNMENT OF PERNAMBUCO,
May 8, 1863.

I have received the communication which has just been addressed to me, under date of to-day, by Mr. J. N. Maffitt, commander of the steamer *Florida,* of the Confederate States of the American Union, which is now on the bank of the harbor of this capital. In that communication Commander J. N. Maffitt informs me that the engine of his steamer has suffered serious damage and that he is in want of fuel, and applies to this presidency for permission to anchor in this port for a few days, until his vessel is in a condition to sail, and promises to make every effort to render her stay as brief as possible. The commander remarks that a similar favor has been granted to vessels of the Confederate States in their necessities by many nations since the commencement of the unhappy war in the United States.

In reply, I have to inform Commander J. N. Maffitt that in the attitude which has been assumed by the Empire as a neutral nation, and which it is proper for it to maintain, and in view of the instructions which this presidency has received from its Government, it is not at liberty to grant him and his vessel, or to any vessel belonging to the other belligerent, anything in its ports beyond what is absolutely and strictly indispensable for the continuation of his voyage or a stay longer than twenty-four hours for the purpose of procuring the same, when he is conducting prizes, except in case of forced arrival.

Consequently, as this condition (i. e., forced arrival) is lacking in the case of the *Florida,* since in addition to steam, she uses sails for the purpose of navigation, and since it is known that she has on board, as prisoners, seamen taken from vessels which she has captured, and also, doubtless, articles that belonged to such vessels, although she is not conducting the latter, this presidency, owing to the instructions aforementioned and to its Gov-

ernment's duty to be strictly neutral, can only permit Commander J. N. Maffitt to lie at anchor in the harbor of this city for the space of twenty-four hours from the time of the reception of this communication, to receive coal and provisions during that time, and to get the engine of his vessel repaired, all this so far as is absolutely indispensable in order to continue his voyage, he not being permitted to remain any longer in the aforesaid harbor.

This presidency hopes that Commander J. N. Maffitt, respecting as he ought the rights and sovereignty of a neutral and friendly nation, will not oppose the slightest objection or resistance to this decision, which is based upon justice and right. If he does so, this presidency will be obliged, in the name of its Government, to resort to such other measures as circumstances may render advisable and as law and justice may authorize.

JOAO SILVEIRA DE SOUSA.

Mr. J. N. MAFFITT,
Commander of the Steamer *Florida* of the Confederate States of the American Union.

Captain Maffitt's reply to the foregoing:

C. S. STEAMER "FLORIDA,"
May 8, 1863.

To His Excellency THE GOVERNOR OF PERNAMBUCO, BRAZIL.

SIR: Your communication of this date is at hand (5.40 P. M.), in which you accord to me—as a necessity—the privilege of coaling and remaining in port twenty-four hours.

It is my duty to inform your Excellency that necessary repairs to the engine of this steamer, vital but not extensive, will require nearly four days.

If you insist upon my departing from hence in the time specified you assume the responsibility of ejecting a disabled and distressed vessel of a friendly power upon the ocean—an act that would receive the condemnation of all civilized powers; and if I mistake not the admirable character of your Emperor, would also be ignored by him as an improper construction of his edict of neutrality.

If I could make the voyage to the ports of those nations who, though equally stringent in pronouncing neutrality, yet in distress give time and assistance, I would not again infringe upon your notice, my respectful but emphatic protest against this twenty-four-hour rule under present circumstances.

The wording of the Emperor's proclamation of neutrality is of such a character as would imply authority in cases of eminent necessity, for such repairs as are of a limited and not extensive nature.

The President of the Confederate States of America is solicitous for the cordial consideration of Brazil, and your Excellency may rest assured that I fully appreciate the sentiment and shall be governed by the same.

Respectfully, your ob't serv't,
JOHN N. MAFFITT, C. S. N.,
Lieut. Comdg. C. S. S. *Florida.*

In an interview with his Excellency I was very much impressed with his undisguised fear of the Federal Government. He informed me that three of their cruisers would arrive in a few days, and implored me to leave at once, as he could not protect me from their anticipated violence. I could not but smile at his fears, and assured him that we did not require his *protection,* but simply the courtesies and facilities which were due from one friendly nation to another. Although the United States influence is very great here, yet I think that the majority of the citizens sympathize with the Confederacy.

The Governor's reply to Captain Maffitt's protest:

(Translation.)
PALACE OF THE GOVERNMENT OF PERNAMBUCO,
May 9, 1863.

I have just received the communication addressed to me this day by Mr. J. N. Maffitt, acknowledging the receipt of one from this Presidency bearing date of to-day, whereby the space of twenty-four hours was granted to him to remain in this harbor for the purposes stated in his communication. Commander J. N. Maffitt subsequently states, in his aforesaid communication, that the repairs needed by the engine of his vessel are of a vital character, and require, in order to be completed, a stay of at least four days; that the insistence on the part of this presidency of his departing hence within the time specified involves great responsibility, viz., that of expelling from this harbor his vessel, which has been declared unable to continue its voyage with safety; that he protests against the enforcement of this rule in the condition in which his aforesaid vessel is, and that if any accident or loss should happen to it serious difficulty would arise from the refusal of sufficient

time for the necessary repairs. Commander J. N. Maffitt adds that he considers inhuman and illiberal the manner in which this presidency understands the proclamation of neutrality issued by its Government.

In reply, I have the honor to inform Commander J. N. Maffitt that it has never been the intention of this presidency to fail to fulfil, in the case of the commander and his vessel, the duties of humanity that are called for by the neutral attitude which his Government is obliged to maintain, or to impair his natural means of defense and security, or to expose him to imminent dangers which he was previously able to avoid, but simply to abstain in the aforesaid capacity as a neutral from lending him assistance that would put him in a better condition for war than he was before, owing to his own resources.

However, since Commander Maffitt insists on declaring that his vessel has suffered serious damage in consequence of disasters at sea which obliged him to enter this harbor, that the repairs which it needs are vital and important, that without them it cannot continue on its voyage with the same safety as before, and that, in order to complete them, four days at least are indispensable, this presidency, accepting those statements as being true and made in good faith, and most positively declaring that it is its intention as well as that of its Government to be strictly impartial, and since, according to the instructions which have been transmitted to it by its Government, the *de facto* Government of the Confederate States is recognized as a belligerent for such acts and concessions as international law allows with them on the part of neutrals, it has resolved to grant to the aforesaid Commander Maffitt the privilege of remaining in this harbor the four days which he asks for, said days to be reckoned from the date of the reception of the communication from this presidency which is this day addressed to him, at the expiration of which time the *Florida* must leave this harbor without any further notice whatever, or even sooner, provided that the repairs are finished in a shorter space of time.

JOAO SILVEIRA DE SOUSA.

Mr. J. N. MAFFITT,
Commander of the steamer *Florida*
of the Confederate States of the American Union.

Extract from a letter of Capt. J. N. Maffitt to his children:

PERNAMBUCO, BRAZIL,
May 13, 1863.

I am very well and very, *very* busy. Last night I saw a gentleman who, ten days ago, dined on board the *Alabama* with Eugene;* he was then very well, and in high spirits, having just received letters from you all at *home,* by an English bark.

I feel happy to tell you that the *Florida* has been doing a fierce business. Up to May 11 she has destroyed $9,500,000 of Yankee commerce, and eluded thirteen Federal men-of-war sent to destroy her and the *Alabama.* The *Florida* and *Alabama* destroyed ten of the enemy's largest vessels April 22, within sixty miles of each other, but up to May 13 have not met. Regards to Mr. Hale [editor of the Fayetteville, N. C., *Observer*], and ask him please to mention (as it may quiet much anxiety) that up to this date *all* are well on *both* vessels.

I cannot write what my plans are—the duty is very *terrible* upon one's mental and physical ability; but I am doing all in my power for the benefit of the Confederacy. Dare not write more. I embrace you all, my dear children. May God bless you, and ere long unite us in peace and prosperity.

From the journal:

On the 12th of May I sailed from Pernambuco, and on the 13th captured the fine ship *Crown Point* from New York, bound to San Francisco, California. I received her passengers and crew and burnt the ship.

I then proceeded on to the Rocas Islands, expecting to meet the *Lapwing,* and remained there fifteen days.

During our stay Dr. Grafton, our assistant surgeon, visited the shore with several officers for the purpose of bathing, and while crossing the bar the boat was upset and Dr. Grafton was drowned. He was a high-toned officer, a gentleman of irreproachable character, and his loss is deeply deplored.

I take the liberty of copying the following from the Little Rock *Gazette* of April, 1870, and also the letter in which the notice was sent to Captain Maffitt:

SURGEON J. D. GRAFTON.

Many of our readers retain pleasant recollections of Dr. J. Dana Grafton, formerly of this city. He passed examination as first

*Captain Maffitt's son, E. A. Maffitt, who was a midshipman on board the *Alabama.*

on the list about 1858 for appointment as assistant surgeon, U. S. Navy, and served as such until the commencement of the war, when he resigned and was appointed surgeon in the Confederate Army. He was a brother-in-law of the late Gen. William E. Ashley. The following account of his death is extracted from a note to his widowed sister and is from the pen of Capt. J. N. Maffitt, of the heroically famous but ill-fated Confederate cruiser *Florida,* on which Dr. Grafton was serving at the time of his death. It is a noble tribute to his memory.

"In the month of May, 1863, while the C. S. steamer *Florida* was anchored off the Rocas Island, near the coast of Brazil, Dr. J. Dana Grafton, her assistant surgeon, visited the shore with several officers of the vessel.

"On attempting to return, the cutter was upset by the surf. The Doctor obtained an oar, which, if retained, would have been the means of saving his life; but seeing a very young sailor, who was unable to swim, about to perish, he generously passed him the oar, thus saving his life at the expense of his own. It was a self-sacrificing, heroic act, deeply affecting the hearts of all on board, who sincerely mourned his loss and affectionately honored his memory.

"J. N. MAFFITT."

I here give a letter which tells of another sad romance to add to the many evoked by this war:

LITTLE ROCK, ARKANSAS,
April 15, 1870.

MY DEAR MRS. ANDERSON: I received your letter enclosing Captain Maffitt's memorandum the next mail after I last wrote you. Mrs. Ashley was very much touched to receive at last an authentic account of her brother's death. I am told that there are some people here who believe him still living, and among them the lady to whom he was engaged. Her friends desired that the notice be published in the Little Rock *Gazette,* which was done. I presume, of course, Captain Maffitt would have no objection.

In his report Captain Maffitt mentions the death of a seaman by the name of Johnson, of bilious fever, whom they buried on Rocas Island. This must have reminded him of his own sad loss of his step-son, young Read, likewise buried far from home and friends.

His narrative continues:

Having come to the conclusion that the *Lapwing* had either been captured or was unable to make the island, I proceeded to Ceará and filled up with coal, starting from thence eastward.

Letter from the Governor of Ceará granting permission to coal:

(Translation.)
PALACE OF THE GOVERNOR OF CEARA,
June 3, 1863.

In acknowledging the receipt of the communication which has this day been addressed to me by Mr. J. N. Maffitt, commander of the steamer *Florida,* I have to inform him that I grant the permission which he asks merely for the purpose of taking in coal in the harbor of this city, he to observe the legal provisions which are in force.

JOSE B. DA CUNHA FIGUEIREDO.

Mr. J. N. MAFFITT,
Commander of the Steamer *Florida.*

Again from the journal:

On the 6th of June we captured the *Southern Cross,* a ship of 1,000 tons, loaded with logwood. She was from the west coast of Mexico, bound to New York. Received aboard the *Florida* her crew and passengers and then burned her.

From the Hamilton, Bermuda, *Gazette* of Tuesday, July 7, I copy the following:

The ship *Southern Cross,* 990 tons burden, Capt. Benj. Howes of Boston, Mass., from the Pacific side of Mexico, where she left on the 21st of March, bound to New York, laden with logwood, was fallen in with by the *Florida* on the 6th of June, 1° 15′ south of the Line 36° west, longitude, and after the captain, his wife, the three mates and crew, numbering twenty, had been received from her, she was set on fire and destroyed.

The captain of the *Florida* did not fire at the *Southern Cross,* as he saw a lady on deck. Captain Howes, his wife and officers were transferred to a French bark bound to Pernambuco.

"On the 14th of June," writes Captain Maffitt, "we captured the ship *Red Gauntlet* of Boston, bound to Hong Kong. She

had a cargo of ice, coal, musical instruments, etc. Kept her in company for many days for the purpose of receiving her coal."

From the above named *Gazette* I note the following:

The ship *Red Gauntlet,* 1,200 tons burden, Captain Lucas, of and from Boston, out 23 days, bound to Hongkong, laden with coal, ice, provisions, etc., was fallen in with by the *Florida* on Sunday the 15th of June, latitude 7° 34′ east of the Line. The *Florida* took from the *Red Gauntlet* a full supply of coal, some provisions, a full set of sails, and after removing her crew, twenty-eight in all, set fire to and left her.

Captain Maffitt writes:

On the 16th captured the *Benj. Hoxie,* a large ship from the west coast of Mexico, reputed to be bound to Falmouth, England. Her cargo consisted of logwood, and one hundred and five thousand dollars in silver bars. The captain claimed this as a neutral cargo, but as his clearance was very irregular, her destination not positive with the crew, I could not permit her to pass without capture. The silver bars, officers, and crew I received on board and burnt the vessel.

In July, 1896, Clarence D. Maffitt, son of Capt. J. N. Maffitt, was on board a vessel which was wrecked three miles from Green Key, and all on board swam to this islet, where the C. S. S. *Florida* had been christened. They were rescued and taken to Nassau, where Clarence was treated with much courtesy. While there he copied a number of articles of interest from the old newspaper files in the library. Among them was the following, from the *Nassau Guardian:*

September 16, 1863.—The ship *Eagle* has arrived at Liverpool from Bermuda with the silver bars taken out of the American ship *B. F. Hoxie* by the *Florida.* The *London Shipping Gazette* says it is restored to the original consignees. The silver was shipped by an English house and insured. It is also stated that the commander of the *Florida* on learning of this fact, resolved to restore it to its rightful owners.

Extract from letter in *Nassau Guardian,* September 26, 1863:

"We were now close to New York, and on the 8th of July were not more than fifty or sixty miles from that city. About 12 A. M. this day (8th) we exchanged signals with an English brig. Another sail being reported, we started in pursuit, and as the fog cleared up saw a large steamer lying by her, and had sent her boat alongside. We ran down until we saw the Yankee colors flying from her peak. All hands were called to quarters. After maneuvering about half an hour, she finally ran down to us. As soon as she was near enough we hauled down the English colors (which were flying at the time) and showed to their view the 'Stars and Bars,' and at the same time gave her a broadside. Her men ran from their after pivot and sought protection behind the ship's bulwarks; but the weather was in their favor, for just then the fog came on so dense that the *Ericsson* could not be seen, so all we could do was to wait until it cleared up; but judge of our astonishment, when it did clear up, to see the Yankee about five or six miles ahead of us and traveling for Sandy Hook. Now it was we felt the need of good coal. Our brave Captain Maffitt offered $1,500 for fifteen pounds steam, but we could get but eight and ten pounds although we used pitch and rosin. All hands were anxious to catch her, for she had been sent to catch 'rebel cruisers,' but she nearly caught a Tartar this time. However, we had the pleasure of burning two vessels under her nose—the brig *Wm. B. Nash*, from New York, and the whaling schr. *Rienzie*, from Provincetown, but the crew left when they saw us burn the brig. We showed the crew of the *Nash* the steamer *Ericsson* making tracks for New York. With a sad heart we left the *Ericsson*, and steered for Bermuda, at which place we arrived on the 16th inst., and as soon as we coal we leave this place for a cruise, and you and your readers may be assured that the *Florida* will maintain her reputation, and do all she can to annoy the Yankee."

Extract from the Hamilton, Bermuda, *Gazette:*

The ship *Benj. Hoxie* of Mystic, Connecticut, 1,300 tons burden, Captain Carey, from San Francisco, which place she left on the 13th of January, last, having since called at Mazatlan and Altamora, Mexico, bound to Falmouth, England, laden with logwood, hides, 30 tons of silver ore, and about $500,000 in bars of silver and $7,000 or $8,000 in gold, became a prize to the *Florida* on the 16th of June, latitude 12°, longitude about 29°.

The captain, officers, and crew, numbering in all thirty persons, were removed, and after all the silver bars and the specie had

been taken from her, she was destroyed by fire the following day. The silver ore which went down with the vessel was valued at $500,000.

The captains and officers of the *Red Gauntlet* and *Benj. Hoxie* were, on the 19th of June, transferred to an Italian brig bound to Falmouth, England, which the *Florida* met with, Captain Maffitt supplying them with provisions for the passage.

Three of the crew of the *Southern Cross,* five of the *Red Gauntlet,* and three of the *Benj. Hoxie* volunteered on board the *Florida* at the rate of $22 per month, a bounty of $50, and a proportion of any prize money.

From Captain Maffitt's report:

On the 27th of June captured the whaling schooner *V. H. Hill* of Provincetown, Massachusetts. Bonded her for $10,000, and placed our prisoners on board of her with a promise from the captain that he would land them in Bermuda.

The Hamilton, Bermuda, *Royal Gazette,* July 7, 1863, has this to say:

The whaling schooner *Varnum H. Hill* of Provincetown, Captain Freeman, arrived here on Saturday afternoon last with fifty-four seamen put on board of her by Captain Maffitt of the Confederate steamer of war *Florida,* to be landed at Bermuda, being the nearest port. On the previous Saturday night at half-past ten o'clock, then in latitude 30° 50′, and on whaling ground, the *V. H. Hill* was hailed from a steamer passing close under her stern, and ordered to lay to, and that Captain Maffitt would send a boat alongside for his captain, which he did.

When Captain Freeman reached the deck of the *Florida* he was informed by Captain Maffitt that he had fifty-four prisoners which he wished him to take on board his vessel and land at the nearest port, observing that had he not those prisoners he would have burnt his vessel, but, under the circumstances, he would require of him a bond on the owners of his vessel for $10,000. The *Florida* took from the *V. H. Hill* two barrels of oil, out of eight, all that she had on board.

The prisoners were then sent on board the *V. H. Hill,* with provisions.

We are pleased to learn from information received that the crews of the prizes whilst on board of the *Florida* were made as

comfortable as they could be under the circumstances. The *Florida* is reported to be a fine ship of her class; she carries 6 broadside and 2 pivot guns, one forward and the other aft, with a crew numbering 110 men, all fine-looking, with the exception of the volunteers from the prizes. The Captain and officers are very much respected by their men.

We subjoin such particulars in reference to the three large ships captured and destroyed by the *Florida,* as we could obtain from their respective crews. The names of the vessel were the *Southern Cross, Red Gauntlet,* and *Benjamin Hoxie.*

Considering that the above is the testimony of prisoners, it seems to speak well for the character and bearing of both officers and crew of the *Florida,* and I have given it as evincing the enterprise of the press of those days, and the remarkably truthful, though in some particulars exaggerated, account of the events then taking place.

Returning to Captain Maffitt's report:

On the 7th of July we captured the packet ship *Sunrise* from New York, bound to Liverpool. She had a neutral cargo on board and a great number of passengers, so we bonded her for $60,000. On the 8th of July at 12 M. we sighted a Federal side-wheel man-of-war. She had four funnels and was presumed to be the United States steamer *Ericsson.* She had a large crew on board and was evidently on a cruise for Confederate vessels. We went to quarters, furled sails, and endeavored to get up a good head of steam, but the indifferent quality of coal which we had received from the *Red Gauntlet,* of which our fires were then made, frustrated all our efforts. As soon as the Federal steamer got within range of our guns we opened upon him with our starboard broadside, and evidently struck him, as he at once changed his course from us, without firing a gun. His superior speed and the setting in of a dense fog enabled him to escape.

By the New York papers which we received from the ship *Sunrise,* I became aware of the fact that Lieutenant Read had, from some cause, deflected from his original instructions and had proceeded with the *Clarence* to the coast of New England, and that his great success in the work of capture and destruction had caused the Federal Government to send out quite a number of cruisers in search of his vessel. Having but a small quantity of good coal on

board, I did not deem it expedient to risk the *Florida* in the raid which I had anticipated. We ran within fifty miles of New York, and found that Federal cruisers lined the whole coast, and with extreme reluctance I felt it obligatory upon me to retire from that part of the ocean.

At 8 P. M., July 8, captured the brig *W. B. Nash* from New York, loaded with lard and staves. We received the officers and crew on board and burnt her.

From a New York paper I give this account:

The commander of the brig *W. B. Nash* has arrived at New York from Bermuda, and reports the capture of his vessel by the Confederate steamer *Florida*. The following is the statement by the captain of the capture of his vessel:

"Sailed from New York July 3 with a cargo of lard and staves. July 8, latitude 40, longitude 70, at 3 P. M., made a steamer to the eastward, standing to the westward, apparently under a full head of steam; passed us about five miles off. She had four smoke-pipes and was a side-wheel boat—the *Ericsson*, chased by the *Florida*. Soon after made another steamer to the eastward, which came along and passed us. Soon after she bore up for us and came alongside and hailed us to heave to as they wished to send a boat aboard, and as the boat boarded us they ran up the Confederate flag on the steamer and the officer of the boat pronounced us a prize to the Confederate flag; ordered myself and part of my crew to take our clothes and my papers and go on board the steamer, which proved to be the *Florida*. My charts and instruments were confiscated, the brig sacked, and then set on fire. After burning a whaling schooner which hailed from Provincetown, Massachusetts, they steered off the coast as fast as possible under steam and canvas and landed myself and crew in Bermuda.

"July 16.—The *Florida's* officers were lionized by the authorities and she was saluted from the fort in the harbor of St. Georges. The *Florida* is not as fast as she is represented, and her machinery is getting out of repair. She does not steam over 8½ knots.

"The *Florida* has transferred a portion of her valuable spoils on board the *Robert E. Lee* to be taken to Wilmington, North Carolina.

"The cargo of the *W. B. Nash* consisted of 686,532 pounds of lard and 5,876 staves."

Another vessel from Bermuda later than the above reports:

The privateer *Florida* arrived at Bermuda on the 16th to repair damages to her machinery and take in coal. She anchored at

first outside, and on the following day was permitted to enter the harbor. She saluted the British flag and the salute was returned. A considerable interchange of civilities has taken place between the officers of the *Florida* and the shore. The papers teem with commendations laudatory of the craft, officers, and crew. The *Florida* lately ran within fifty miles of New York, it is said, in search of the *Ericsson,* which she chased some time; but the *Ericsson* escaped in a dense fog.

From a copy of Captain Maffitt's reports to the Secretary of the Navy, which were forwarded to him from this port, the following is taken:

On July 8 captured the whaling schooner *Rienzie* from Provincetown, Massachusetts, with a cargo of oil. Her crew had just deserted her, having witnessed the destruction of the brig *W. B. Nash.*

On the 13th, after a brief illness, Assistant Paymaster James J. Lynch died of consumption. He was a zealous officer, respected and esteemed by all on board. I brought his remains to this port, and on the 17th we buried him in the Episcopal grave-yard.

After a quarantine of twenty-four hours we were permitted to enter the harbor of St. Georges. The vessel requiring calking, workmen were at once engaged for that purpose, but there is no coal to be had in the place, and all my efforts to obtain Government coal have proved ineffectual.

Having learned from the military commandant that a salute would be returned gun for gun, on the morning of the 16th I fired a salute of twenty-one guns, which was responded to by one of like number from the fort. We have experienced every degree of courtesy and consideration during our sojourn in this place.

By the arrival of the *Harriet Pinckney* I will now be enabled to coal the vessel.

By the *Robert E. Lee* I send in nautical instruments, charts, flags, etc., and a quantity of tea and coffee, as a donation from the officers and crew of this vessel to the hospitals in Richmond.

P. S.—I have appointed Mr. John R. Davis, clerk from the office of Major Walker, acting assistant paymaster, and the accounts of the late Paymaster Lynch, up to the end of the last quarter, have been deposited with Major Walker for safekeeping.

In connection with the above I here give copies of communications in regard to the same. Note in regard to salute:

[In pencil by Capt. Maffitt—"The only foreign salute rec'd by the Confederate Gov't."]

BERMUDA, July [15th], 1863.

SIR: I shall be happy to return any salute that Commander Maffitt may be desirous of ordering in compliment to Her Majesty the Queen. Ten or twelve of late to-morrow forenoon would, either of them, be convenient hours. In fact, any hour would suit, if I am informed a short time previously. I am,

Yours dutifully,

Thursday. WILLIAM MUNROE.

C. SLOOP OF WAR "FLORIDA,"
BERMUDA, July 22, 1863.

SIR: In accordance with your order the following articles from the master's department have been sent aboard the steamer *Robt. E. Lee*, viz.:

Twenty-one (21) chronometers.
Fourteen (14) quadrants.
Four (4) sextants.
Fifteen (15) lamps.
Twenty-five (25) compasses (in boxes).
Eight (8) barometers.
Eight (8) spy-glasses.
Four bags of charts.
Two bags of flags and signals.
Three thermometers.

Respect., your ob't serv't,
GEORGE D. BRYAN,*
Acting Master.

To Lieut. Comdg. J. N. MAFFITT, C. S. N.

A TIMELY PRESENT.—A lady of Richmond, Va., has received the following letter with the articles mentioned:

"DEAR MADAM: By Capt. Wilkinson, the officers and crew of the *Florida* send for the sick of our gallant Army, 16 boxes of tea and 9 bags of coffee. Also a few boots and shoes. Please distribute in accordance with your knowledge of the wants of each hospital, and believe me,

"Yours, most respectfully, etc.,
"J. N. MAFFITT,
"Com'dg C. S. Str. *Florida*.

"OFF BERMUDA, AT SEA, July 15, 1863."

*Now judge of the Probate Court of South Carolina. I am indebted to him for the picture of the C. S. S. *Florida*.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, August 7, 1863.

Commander JOHN N. MAFFITT, C. S. N.,
Comdg. C. S. Steamer *Florida.*

SIR: Your letter of the 21st of July dated at Bermuda, with two enclosures, has been received, and is the only letter received from you since you left the Confederate States.

You are requested to send duplicates of all dispatches and reports from yourself to the Department, as early as practicable, through our agents at Bermuda, Nassau or Havana, or by any safe opportunity that you may meet with.

From the newspapers I learn that Assistant Paymaster Lynch died on board the *Florida* and that Passed Assistant Surgeon Grafton was drowned. You are requested to report the particulars in each case.

The enclosures above referred to are a list of nautical instruments, charts, etc., sent to Wilmington by the *R. E. Lee,* and the receipt of Mr. I. T. Bourne for four thousand nine hundred eighty-eight and three-quarter pounds of silver. I presume your reports have stated the particulars of the last-named transaction. Should you at any time find it necessary to deposit captured funds to the credit of the Government, you will please place them with Frazier, Trenholm & Co., Liverpool.

Herewith you will receive your appointment as commander in the Navy. A copy of it was sent to you in May last to Nassau. This appointment was made upon the recommendation of the Department, by the President, and the reasons for the promotion are stated in the appointment.

I congratulate you and the officers and men under your command upon the brilliant success of your cruise, and I take occasion to express the entire confidence of the Department that all that the skill, courage, and coolness of a seaman can accomplish with the means at your command will be achieved.

If you can make arrangements to receive them, I would send you additional officers to enable you to fit out prizes as cruisers.

Very respect'y, your ob't serv't,
S. R. MALLORY,
Sec'y Navy.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, May 6, 1863.

Commander JOHN N. MAFFITT, C. S. N.,
Comdg. C. S. Steam Sloop *Florida*.

SIR: You are hereby informed that the President has appointed you by and with the advice and consent of the Senate a commander in the Navy of the Confederate States to rank from the 29th day of April, 1863, "for gallant and meritorious conduct in command of the steam sloop *Florida* in running the blockade in and out of the port of Mobile against an overwhelming force of the enemy and under his fire, and since in actively cruising against and destroying the enemy's commerce."

Registered No. 28.

The lowest number takes rank.

S. R. MALLORY,
Secretary of the Navy.

(Copy.)
CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, June 2, 1864.

SIR: You are hereby informed that the President has appointed you by and with the advice and consent of the Senate, a commander to rank from the 13th day of May, 1863, in the Provisional Navy of the Confederate States. You are requested to signify your acceptance or non-acceptance of this appointment, and should you accept, you will sign before a magistrate the oath of office herewith, and forward the same, with your letter of acceptance, to this Department, reporting at the same time your residence when appointed, and the State in which you were born.

Registered No. 7.

The lowest number takes rank.

I. & B. S. JONES,
Register, etc.
S. R. MALLORY,
Secretary of the Navy.

Commander JOHN N. MAFFITT, P. N. C.

Extract from a letter of a young officer on board the *Florida* to a relative in Mobile:

BERMUDA, July 15, 1863.

We have captured between twenty and thirty vessels, mostly clipper ships. The Yankees have sent all their old hulks in pur-

suit of us; one of them, the *Ericsson,* found us off New York the other day and bravely (?) stood for us. We were in chase of a brig and did not alter our course until she came close aboard, when Captain Maffitt brought our broadside to bear on her, hoisted our colors and fired. In the smoke and fog we lost sight of her, but when it lifted we again saw the enemy at a distance of several miles under a full head of steam standing to the northward. Gave chase for two hours, but as it was near night and within sixty miles of New York, our captain thought it best to give up the chase, so we had to be contented with burning, *in sight of the Yankee,* two of his nation's vessels. You will recollect that the *Ericsson* was sent out especially to capture Confederate States vessels of war, but she did not even return our broadside. You have doubtless heard of the noble deed of Lieutenant Reed (our third lieutenant) in the *Tacony.* There have been several changes in our ship since we left Mobile. When off the coast of Brazil, at a small uninhabited island, we lost one of our doctors, Passed Assistant Surgeon Joseph [James] D. Grafton; he was drowned by the capsizing of a boat, and, it is said, lost his life by giving up *his oar* to another. Our Paymaster J. J. Lynch (who you remember was with us on the coast of North Carolina), nephew of Commodore Lynch, died here last night of consumption. Captain Maffitt is well and sends regards. Please remember me to my many friends in Mobile whose kindness will never be forgotten.

Extract from another letter. An officer writes to Savannah from Bermuda, July 17, 1863:

Our reception here was all that could be desired. To-day, for the first time, the Confederate flag was saluted by a foreign nation. We heard that the military authorities wished us to salute. Our agent wrote to the Governor, saying that we would salute if it would be returned. The Governor answered: "The salute will be returned gun for gun." At ten A. M. we hoisted the British ensign at the "fore," and fired the national salute of twenty-one guns. As soon as we had finished, the fort returned, with the same number.

The captain and all the lieutenants are dining at the English officer's mess, and I am left in charge of the vessel. At first the captain declined the invitation, on the plea that the officers were not uniformed. They said they would be glad to receive us in our shirt sleeves. We are received with open arms wherever we go.

CHAPTER XXI

Resignation of Engineer Spidell—Capture of the *Francis B. Cutting* by the *Florida*—Capture of the *Hope* and the *Anglo-Saxon*—Notification from the engineers that repairs to the shaft and machinery of the *Florida* were necessary—Lieutenant Averett landed at Cork, Ireland, with orders to proceed to Paris and make known to Mr. Slidell the condition and request him to ask permission from the French Government for admission to the National dock at Brest—Letter of Commander Maffitt to Mr. Slidell—His letter to the Admiral of Port of Brest.

While in Bermuda Captain Maffitt received the following communication:

St. Georges, Bermuda,
C. S. Str. "Florida," July 21, 1863.

Sir: It is with reluctant feelings I confess, in justice to the interests of the C. S. Gov't and of myself, my inability to discharge my duties any longer as engineer in charge of this vessel.

My health has been impaired to such an extent during this cruise that I find myself physically incapable of discharging the onerous duties the welfare of this vessel required.

Therefore I beg leave, sir, to resign the appointment you did me the honor to confer.

With every due consideration of respect, I have the honor to be most respectfully,

Your ob't serv't,
John Spidell,
Acting First Engineer in Charge.

Lieut. Comdg. J. N. Maffitt.

The only endorsement on this is written on the back by Captain Maffitt: "Spidell's Res'g, July 21, 1863." This young man had joined the *Florida* at Nassau, when Captain Maffitt first took charge of her, and had gone through all of the most trying and dangerous experiences of the *Florida's* cruise, and I am sure that this association was severed with regret on both sides, the presumption being that this resignation was accepted.

Soon after this the *Florida* left Bermuda, and on August 6 she captured in latitude 41° 10′, longitude 44° 20′, the *Francis B. Cutting,* Capt. James T. Maloney. The *Francis B. Cutting* was hove to by a warning gun from the *Florida* and a second shot which passed between her fore and mainmasts. The *Florida* also hove to, at a "distance of one quarter of a mile to windward," and sent an armed boat's crew alongside containing two lieutenants and eight men.

As soon as the lieutenant in command came on board he asked for the captain, then pointing to the vessel to the windward said, "That ship to windward of you, sir, is the Confederate sloop-of-war *Florida.* Your ship is a prize. I will put one of my men at your wheel, if you please, sir," and ordered one of his armed men to haul down my flag. He then asked to see my papers, which I showed him; he examined all my bills of lading, and asked how many passengers I had, and when told 230 he asked for my signal book and code of signals, which I gave him; he then had a long conversation with his ship by telegraph, and finally agreed to take a $40,000 bond, which I signed, under condition of Captain Maffitt's approval; and sent my chief mate on board with them to witness my signature. He then telegraphed me that the bond was accepted and returned my mate and we proceeded on our course.

The above is taken from Captain Maloney's report of this event. Several other captures were made, among them the *Hope* and the *Anglo-Saxon.*

From the journal I quote:

The *Florida* continued her cruise until a notification from her engineers stating that the *Florida's* shaft required re-laying and her machinery overhauling; in consequence of the pressing character of her cruising, I determined to run her into the harbor of Brest, and apply for permission to dock and repair. We made several captures in English Channel, and I landed the executive officer [First Lieut. S. W. Averett] at Cork, to proceed to Paris and communicate to Mr. Slidell our condition and request that he make application to the French Government for our admittance to the National dock at Brest.

On our way to Brest we captured the ship *Anglo-Saxon* with a cargo of coal bound to New York. I received the officers and crew and burnt the vessel.

Captain Maffitt's communication to Mr. Slidell:

C. S. S. "FLORIDA,"
ENGLISH CHANNEL, August 18, 1863.

SIR: I am under the necessity of entering a friendly harbor for the purpose of making important repairs on both the engines and hull of this vessel.

Having coaled on the 26th ultimo in an English port, I cannot, by the "Queen's proclamation of Neutrality," again enter one of her harbors until the 26th of October next.

It thus renders it obligatory upon me to enter a French port, and I have selected Brest as the most favorable in all respects for the *vital repairs* that are required on this vessel.

My chief engineer thinks that 18 days will complete all that is necessary, and I respectfully request your interest in obtaining time, as well as facilities, in the harbor of Brest.

The *Florida* has thus far been put to her fullest capacity, and that too without opportunity for such necessary repairs as are constantly required on board of a steamer.

Lieut. S. W. Averett of this vessel will present this and more fully state the absolute need that exists for immediate repairs.

I am respectfully, your ob't servant,
J. N. MAFFITT, C. S. N.,
Comdg. C. S. S. *Florida*.

To Hon. J. SLIDELL, C. S. Commissioner,
Paris.

Letter from Commander Maffitt to the Admiral of the Port of Brest, France:

CONFEDERATE STATES STEAMER "FLORIDA,"
BREST, August —, 1863.

SIR: In consequence of serious injury to the engine and hull of this vessel, I am under the necessity of entering the harbor of Brest, and soliciting facilities for repairing the defects that prevent my remaining at sea.

The condition of this steamer's valves and shaft renders it necessary that she should be docked, and I have to request the courtesy of the French Government in my present emergency.

I am, sir, very respectfully, your ob't serv't,

J. N. MAFFITT, C. S. Navy,
Commander C. S. Steamer *Florida*.

To Admiral COMTE GUEDON,
Com'g the Station at Brest.

CHAPTER XXII

Narrative of Monsieur du Belley—He goes to help of Commander Maffitt—Excitement and absurd rumors in regard to the *Florida*—Letter demanding from her commander restitution of captured goods—Visit to the Admiral of the port—Success of application—Résumé of the cruise of the *Florida* published in *Ocean de Brest*—The officers visit the shore and attend the theater—Favorable impression made—Attack of the newspapers on the *Florida* and her officers inspired by the slanders of one Marlespine—Maffitt's calm reply and protest—The official journal of the Government silences all and fixes the status of the *Florida* and all Confederate vessels thereafter—Maffitt compelled to apply for a leave of absence—He and Monsieur du Belley dine at *Café de France*—Anecdote.

The narrative given below is a translation from the private journal of Monsieur Pecquet du Belley (Judge du Belley), which has been kindly presented to me by his daughter, Mademoiselle Noemie du Belley. It gives in graphic style the events following the advent of the *Florida* at Brest. Captain Maffitt was greatly indebted to this gentleman for obtaining for him the facilities and courtesies of the port of Brest, as well as the permission to dock and repair at the Government's Yard. He was kindly entertained at this gentleman's home in Paris, and ever expressed a warm appreciation of his friendship.

Narrative of Monsieur du Belley

CHAPTER XI

[Page 55.]

Hon. Geo. Eustis' ability.—His diplomacy in regard to the *Florida*, with details of the *Florida's* arrival at Brest.—Interesting narrative of Commander Maffitt.—Status of the *Florida* announced in the *Moniteur*.—John Bull's appreciation of Southern heroes under the inspiration of V. Clicot, etc.

The first opportunity I had of testing the business capacities and diplomatic talents of the Secretary of the Confederate Commissioneur, the Hon. George Eustis of Louisiana, was in the *Florida's* case, Commander Maffitt. Having reached so far, in

the midst of European Confederate operations, it is refreshing and more than gratifying to have to record the respective merits of these two gentlemen.

In their presence one feels like a man *meeting with a rose after passing through a thorn bush.*

Mr. Eustis is a quiet and unassuming diplomatist, and a perfect gentleman. Possessed with a good knowledge of men and things, active and intelligent. I have never known him to boast, nor have I ever seen him fail in *any of his negotiations with regard to the interests of the Confederacy.* Unfortunately for the South, his sphere of action *was too limited.*

After a long cruise the *Florida* had entered the port of Brest sadly in want of repairs. She had been lying in the roads for more than a week unable to obtain permission to enter the docks, when Mr. Eustis, acting as Commissioneur (the Commissioneur Slidell was then at Biareitz), desired me to go to the relief of Commander Maffitt. The fact that none of his staff spoke a word of French made it impossible for them to accomplish anything either with the authorities of the port or with the business men of the city.

The presence of the Confederate vessel in French waters had created a sensation which, extending rapidly all over the Empire, resounded in Paris as a thunderstorm.

When I reached Brest that city was laboring under great excitement. The most astounding rumors were going the rounds, and, strange to say, were fast obtaining credence among the people.

"The *Florida's* hull *was filled with gold* captured from the enemy. Commander Maffitt *was a sea wolf* whose thirst for blood could not be quenched; his officers the most *desperate pirates* that ever roamed over the ocean; his crew the *refuse of the earth,* a set of desperadoes and cut throats. Before entering the roads, the *Florida* had been seen with *several corpses hanging from her masts.*" Some declared that it was a shame for the French Government to shelter such accursed pirates; others demanded their immediate expulsion from la Belle France.

Proceeding to that which I thought most pressing, I left the rumors to run their course, and immediately informed Commander Maffitt that, at the request of Mr. Eustis, I had come to assist him in his present difficulties, and that I waited for his instructions. The following answer was sent on shore:

"ON BOARD THE CONFEDERATE STEAMER 'FLORIDA,'
"September 5, 1863.

"P. DU BELLEY, ESQ.

"DEAR SIR: I send a boat for you. Please come on board and take your quarters in the cabin as there is much to discuss.

"Yours respectfully,
"J. N. MAFFITT."

Upon getting to the *Florida* I found her captain and staff in a rather desponding mood. In sight of a city after a stormy cruise, they might as well have been shut up from the world. The ship was in such a condition that she could not put to sea, and she could not get ashore for want of proper understanding with the naval authorities.

After a lengthy consultation with Captain Maffitt, I returned to Brest to prepare an early interview with the Admiral commanding the military port. However, just as I was about leaving the ship a French officer boarded the *Florida*. He had been sent to arrange the preliminaries for removing her powder magazine.

A letter was also delivered to the captain, which he handed to me, asking me to take charge of the matter to which it referred. This letter was from the agent or attorney of a Bordeaux House, which attempted a little later to seize the *Florida*. It read thus:

"To Captain MAFFITT, Commander of the *Corsaire* the *Florida*.

"SIR: I represent the owners of the merchandise which you have burnt on board of the ship *Nash*, Captain Coffin, notwithstanding the fact that it was the property of a French merchant.

"My desire is to settle this business amicably. I therefore hope that you will call at my office, ré. 17, rue de la Rauspe, to pay the bill which my clients hold against you. I would be sorry were you to compel me to seize the *Florida*.

"(Signed) CLERC ANIE,
"Batonmèrde l' ordee des avocats."

Upon my advice, this document, though bearing the signature of such an *important personage*, was completely ignored.

The next morning I accompanied Captain Maffitt to the Admiral's palace; there we were to meet with a favorable circumstance which went a great way to smooth the difficulties ahead of us.

When we were announced, the Admiral Comte Guedon warmly greeted Captain Maffitt. He grasped his hand, saying, "I have followed the different phases of your cruise with deep interest; I

have admired the courage and devotion of your staff. I am happy to inform you that my Government *has instructed me to extend to you the hospitality of Brest,*" and turning to me, he added, "your name is familiar to me. I have for a considerable time commanded the Mexican Gulf Station, and have been very kindly received by the many families of the city of New Orleans, and one of them bore the same name as you do." "That was my family," I answered. "Well," replied the Admiral, "so much the better, then we will be able to arrange our little matters, 'en famille.'" Whereupon, Captain Maffitt explained his wants. The Admiral then called one of his aides-de-camp, presented the Captain to him, and requested him to attend to the *Florida.* From that moment every obstacle fell before us as by enchantment.

The following day the little Confederate craft was towed to the dock and delivered to the care of the engineers of the French arsenal, the people crowding on the quay to look at her, as she passed by with her colors flying, with curiosity and diffidence. They no doubt remembered the ugly stories which were daily told about her crew.

Whilst on the one hand I assisted Captain Maffitt in his negotiations and in giving out his orders, on the other, I took hold of the *Florida's* log book, and made a résumé of her cruise, which I caused to be published in the *Ocean de Brest,* a newspaper with which I had held a previous correspondence. The insertion of our "résumé" quieted that good city of mariners in putting to naught all the villainous stories which had been set afloat by the agents of the Bordeaux house, with the especial design of *frightening Captain Maffitt into the payment of their ridiculous claim!*

The young officers of the *Florida* having been able by this time to replace their well worn-out uniforms with new ones, their sunburnt faces having somewhat bleached, I thought it was time to make a turnout. The opening of the theatrical season offered a favorable opportunity for putting my plan into execution. I advised the Captain to show himself with his staff at that place of public resort. Their appearance at the performance was quite an event. They were steadily gazed at during the whole evening, and they came out victorious from public scrutiny. When the curtain fell on the last act, the men declared that the Confederate officers *were too gentlemanly* in their deportment to be *pirates,* the women swore that they were *too young, too handsome,* and looked *too modest* to be guilty of the crimes with which they were reproached. The following day they were invited to the different clubs of the city, and were called upon to relate their dangers and their many nar-

row escapes from the enemy. Indeed, the change in public opinion was so great, they had so completely mastered the good will of the people, that when the *Kearsarge* made her appearance a common French sailor ran up to our lodgings to inform the Captain of her arrival in Brest, and to give him full details about her strength, her armament, and her crew.

If the *Florida* had gained ground in the estimation of the people of Brest, and of the French naval officers, the Parisian newspapers on the contrary were laying it hot and heavy upon her commander, officers and crew. The most lenient of their remarks pronounced them to be a set of *scoundrels,* who in justice to humanity ought to be turned over to the United States authorities to meet with the penalty of their crimes. On a special occasion the language used by the *Opinion Nationale* was so scandalous, that I called the attention of Captain Maffitt to the charges brought against him, by one of the editors, a Mr. Marlespine.

(1) This writer of the *Opinion Nationale* had lived for many years in Louisiana and later had taken his abode in New Orleans. Unable to secure a suitable position for himself, some Southern gentleman had subscribed the necessary capital to create a newspaper under his direction. This newspaper made its appearance under the title *L' Union;* it advocated slavery and Southern rights. It lived a few months, after which its chief editor suddenly disappeared, to be afterward found in Paris, among the most violent enemies and calumniators of the New Orleans people, his former benefactors, when that unfortunate city fell into the Federals' possession and was submitted to the ignominious rule of General Butler.

It was given to Mr. Marlespine to realize the Creole proverb, *Rendre service baille chagrin.*

The slanders of Mr. Marlespine and of the *Opinion Nationale* elicited from Captain Maffitt a response which was sent to the journal *La Patrie,* and which this impartial and high-minded newspaper published in its number of the 14th of September, 1863, as follows:

"BREST, September 12, 1863.

"SIR: The leading article of your journal of the 12th instant contains two errors which I ask permission to rectify.

"The article in question says, 'two incidents have just taken place in France and in England which relate to the American question. The first is the seizure at Brest by a French merchant shipping house of the Confederate privateer (corsaire) *Florida.* The parties claim from the commander of the *Florida* an indemnity

of frs. 100,000 for the loss of a vessel belonging to their house and sunk by the Southern *privateer.'*

"Upon the first point I can assure you that in spite of threats from certain persons pretending to have claims against the Confederate *corvette,* there has been no seizure up to the present moment.

"I protest in the most energetic manner against the second charge. The *Florida* has never had occasion to sink a French ship and the assertion is utterly false. Upon this point I desire to refer you to the letter recently published by M. Pecquet du Belley in *l'Ocean de Brest,* which contains a true account of the incidents in connection with the meeting which took place between the *Florida* and the French ship *Brémontier.*

"As to the qualification of *privateer* which you give to the *corvette* which I have the honor to command, it no doubt proceeds from the fact that your information of the armament of the *Florida* is erroneous.

"A *privateer* from the definition given by Noel et Chapsal is—'a vessel fitted for war service by private individuals under the authority of a Government.'

"This definition is, I believe, generally adopted by all authors who have treated the questions of international law. It is little in accordance with the real position of the *Florida.*

"This *corvette* was built and armed by the Government of the Confederate States of America. Its officers hold their commissions from that Government, it carries the National flag and the war ensign (flamme de guerre). She receives her instructions directly from the Secretary of the Navy of the C. S. A. The European powers having recognized the belligerent rights of the Richmond Government, among which figure those of raising armies and of arming men-of-war, it is difficult for me to understand that the fact of my Government not being yet officially recognized, deprives it of rights which are inherent to all *de facto* governments, in order to make that Government descend to the rank of a private individual fitting out *privateers,* and thus changing the nature and character of its National war vessels.

"Such an interpretation of international law cannot, it appears to me, be sustained by any argument. Relying upon your impartiality, I beg you to have the kindness to insert this letter in the next number of your esteemed journal.

"With great respect, etc., I remain yours,

"(Signed) J. N. MAFFITT,
"Commander."

The letters and dispatches of Hon. Geo. Eustis, in this circumstance by far the most delicate and important which occurred in France during the whole war, testified to his great business capacity and to his real diplomatic talents. His intelligent labor was crowned with legitimate success. A few days after the insertion (or publication) of Captain Maffitt's letter in *La Patrie, Le Moniteur,* official journal of the Government, on the 16th of September, 1863, rewarded Mr. Eustis's efforts and the gallantry of the *Florida* with the following official notice:

"The steamer *Florida,* now undergoing repairs at Brest, *is not a privateer,* as it has at first been supposed. She belongs to the military Navy of the C. S. A. Her officers are furnished with regular commissions and she possesses all the characteristics of an ordinary war vessel."

This notice of the Imperial Government decreeing the national status of the *Florida* at once cleared the judicial dockets of the Confederate ship and silenced the vituperations of her enemies. Prosecutors and persecutors were left to regret their malice and to repent their folly.

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Thus ended the *Florida's* first cruise. A self-sustaining vessel, she left the port of Mobile with a crew hardly sufficient to man her and a staff of officers the oldest of whom was hardly twenty-seven years of age. Thwarting the vigilance, energy, and efforts of his old brother officers of the United States Navy, Captain Maffitt inflicted heavy losses upon the commercial marine of his enemies, and finally took the Confederate colors into a French port and had the honor of settling, with the aid of the ablest of the youngest of the Confederacy's diplomatists, the most vexed question of international law raised by the late American war, i. e., the absolute right of the Confederate States of America to own men-of-war under a National flag. This glorious achievement ought to have gratified the pride of every Southerner and endeared Captain Maffitt to the heart of every *true Rebel.* Such was not the case, as will be seen hereafter. O jealousy! O envy!

The *Florida* was now nearly ready to go to sea; but a severe attack on the heart compelled Captain Maffitt to apply for a leave of absence, which was readily granted. Captain Barney was appointed in his stead.

Our respective missions being now accomplished, Captain Maffitt and myself both proceeded to Paris.

I thought that I was through with the *Florida;* not so. If at Brest I had to fight against and conquer public opinion, in Paris,

to my utter astonishment, I was soon called upon to defend the captain against the attacks of the Confederates;* and I must own that they proved much *more recalcitrant* than public opinion.

I was invariably greeted with the following remarks: "You are just from Brest. All is well with the *Florida,* I understand. Damned fine fellow that Maffitt. What a pity he should drink so as to render himself unfit for service! Of course you know that he has been discharged from duty," and many other similar speeches, every one of which was as ridiculous as it was slanderous. I had been with Captain Maffitt for more than a month; living with him under the same roof, never losing sight of him. I had never seen him drink one drop of liquor; and if he had ever indulged on board ship, the Federal officers who have pursued him with pertinacity can bear witness to the fact that it had no other effect than to sharpen his natural keenness and nautical abilities. I may well in this circumstance appropriate the answer which Mr. Lincoln is reported to have given to a delegation which called upon His Excellency to complain of General Grant's intemperance; and with the late President, I will say, that if Captain Maffitt ever made too free use of spirits it is a pity that President Davis did not procure some of the same kind and send a barrel thereof to each and every one of his European agents. Such a gift would have been a magnificent *coup d'etat,* especially if it could have worked their brains as it acted upon the mind of the much abused but gallant Maffitt.

Before parting with our Confederate seaman, I beg leave to relate an anecdote of which he is the hero.

A short time after we had arrived in Paris, he asked me to dine with him. We walked into the Café de France, on the place de la Madelaine, a restaurant celebrated for its excellent wines and for its delicious table. We were almost through with our meal when two Englishmen entered the room and sat down opposite to each other at the next table to ours. As was natural in those days to every good John Bull, after proceeding with general remarks, they soon came to discuss the events of the American war, and when they had felt the rapturous effect of the generous wines of the Café de France they expatiated upon the merits of the respective American heroes (to judge from their preferences they were both good Southerners in their sympathies). One admired General Lee, the other thought more of General Beauregard; one praised the quickness of the lamented "Stonewall," the other expressed his great admiration for the English firmness and steadiness of General Longstreet. By this time our two friends

*Confederate only in name, not in heart.

had reached a certain state of mental happiness. The one sitting opposite to Captain Maffitt suddenly exclaimed, "Well, I say, none of these chaps can compare with that fellow Maffitt! He's my man, by God! and he comes up precisely to my idea of a hero! I only wish I could see him. I am told he is in Paris. If I had the good luck to meet him, I'll be d—d if I would not call for the very best bottle of *Veuve Clicot!*"

I felt very much inclined to answer, "Call for that champagne, sir!" but I chanced to look at Maffitt. My companion was pale and seemed to be distressed; his imploring countenance nailed my tongue. He called for the bill, and when we had left the room he looked as much relieved as though he had just run through a blockading squadron.

* * * * * * *

An important point had been gained; the status of the Confederate ships had been established beyond control [recall] by the note of the *Moniteur Officiel.* They could henceforth enter any French port and claim all the immunities and privileges appertaining to men-of-war.

CHAPTER XXIII

Captain Maffitt applies for a detachment on account of ill health—Letters from Commander M. F. Maury, C. S. N., granting the relief asked for —Application of crew of *Florida*—An English visit to the *Florida*—Reception by Captain Maffitt—Has narration of the events of the cruise of the *Florida*—Exhibits book in which all the prizes were regularly entered—Gives reasons for his application to be relieved—After rest takes command of the blockade-runner *Florie* and returns with a cargo to the Confederacy.

Early in September Captain Maffitt addressed the Secretary of the Navy from Brest, and informed him of his movements from the time he left Bermuda until he reached Brest, where he was then awaiting permission to dock the *Florida*. In the closing paragraph of his letter he says, "I regret to inform the Department that in consequence of impaired health, I shall be under the necessity of applying for a detachment from the vessel."

Captain Maffitt seems also to have written to Commander Mathew F. Maury, Confederate Naval Agent abroad, stating his desire to be relieved from the command of the *Florida* on account of his health.

The two letters given below are from Commander Mathew F. Maury, Confederate Naval Agent abroad:

HOTEL DE L' AMIRAUTE,
RUE NEUVE, ST. AUGUSTINE,
PARIS, September 9, 1863.

SIR: I have received your letter of the 5th inst. inclosing the surgeon's certificate with regard to your health and asking to be relieved from the command of the *Florida* on that score.

I am grieved to learn that your health has given away under the severe trial it has undergone on the *Florida*, and I am sure our countrymen will also learn with regret that they have to lose even for a time the services of an officer who has done so much to spread the fame of their flag over the seas.

Let us hope that your health may be speedily restored.

An officer will be sent as early as practicable to relieve you.

In the mean time, I would be glad to know your wishes as to the length of your leave to remain in Europe, or as to orders for returning home.

Respectfully, etc.,
M. F. MAURY,
Comd'r, C. S. N.

Comdr. J. N. MAFFITT,
Rue des Provinces.

PARIS, September 11, 1863.

SIR: Commander J. N. Barney has been ordered to relieve you.

He will deliver this communication to you, upon which you will turn over the command of the *Florida* to him; consider yourself detached from her; and as soon as the state of your health will allow, you will repair to the Confederate States, and report yourself to the Secretary of the Navy.

Be pleased to confer freely with Commander Barney as to your unexecuted plans, give him copies of all the orders and instructions of the Navy Department relating to the cruising of the *Florida*, or the service upon which you have been engaged in her.

Also make him acquainted, if you please, with the condition of the vessel and the arrangements for her repairs, etc.

Respectfully,
M. F. MAURY,
Comdr., C. S. N.

Comdr. J. N. MAFFITT,
C. S. S. *Florida*, Brest.
Rec'd Sept. 17th, '63 (by Capt. M.).
Reported 8th June, '64.

S. R. MALLORY, Sec.

Application from the crew:

BREST, September 16, 1863.

Captain MAFFITT.

SIR: We having heard that you are about to leave us to take command of another C. S. vessel, and having received so much kindness and consideration from you, most respectfully desire to be transferred to the vessel you are to command. Hoping, sir,

that you will not consider our writing to you any breach of discipline, but as a desire to be again under your command,

Sir,

We are very respect'y, your most ob't serv'ts,

WM. BOYNTON, Coxswain.
JOHN ROSS, Q. M.
WM. SHARKEY, Seaman.
WM. PATTEN, Seaman.
JAMES MCDONALD, Seaman.
JOHN MCDONALD, Seaman.
JAMES HAWTHORN, Seaman.
WM. WILSON, Seaman.
THOS. F. BROWN, Seaman.
THOS. KEHOE, Qr. M.
WM. COVEL, Qr. M.
JOHN HOGAN, Fireman.
MATHW. WOODS, Fireman.
JAMES HEWETT, O. Sea.

The next event of interest in Captain Maffitt's career is narrated by a correspondent of the *London Times,* who writes a highly interesting account of a visit to the C. S. steamer *Florida* while lying at Brest, France. I make some extracts from the letter, which will be found to repay perusal:

AN ENGLISH VISIT TO THE "FLORIDA."

I had no difficulty in making out this now celebrated vessel, as she lay at anchor among some of the giants of the French Navy—a long, low, black, rakish-looking craft, not over smart in appearance, yet useful every inch of her—a pigmy among these monsters, and yet a formidable pigmy, even to the unpracticed eye, the palmetto flag flying proudly from her mizzen. We happened to have a French Vice-Admiral and a Senator of the Empire on board, and you may imagine there was an infinity of gossip but no reliable information.

When we landed at the cale in the harbor the crowd which usually assembles to welcome or pester newcomers was full of "*La Floride*" and her doings. "Elle à," cried an enthusiastic Commissionaire to me, "elle a Monsieur, je vous assure sur me parole d'honeur pour deux million de livres sterling a bord, tout en or, je vous assure." "Eh! Mon Dieu! c'est beaucoup!" cried a smart

little mousse from the Turenne. I could not help agreeing with the mousse that the sum named was certainly a great deal.

That evening (aided by my fellow-traveler, Mr. Henry Tupper, vice-consul of France in Guernsey, and one of the jurats of that island) I found some of the officers of the *Florida* at the Hotel de Nantes (rue d'Aiguilion). Lieut. Lingard Hoole (a young man who apparently did not number more than three and twenty years) received us courteously and gave us his card to assure us admission on board. He stated, however, that his superior officer, Captain Maffitt, was generally to be found on board his vessel and would be glad to see us. The frankness, courtesy, and total absence of boasting, manifested by this young officer, impressed us most favorably.

All next day it blew a gale of wind in the rade, and we could not find a boat to venture out. To-day, however, the weather was most propitious, and early morning found us alongside of the *Florida.* We sent our cards to Captain Maffitt and were immediately admitted on board; the Captain himself coming to the top of the companion to receive us. Directly Captain Maffitt understood that we were British subjects, he invited us below into his little cabin, and when I told him that there were many people in England who regarded his career with great interest, he entered very freely into a recital of his adventures.

Of the Captain himself I may say that he is a slight, middle-sized, well-knit man of about 42, a merry-looking man with a ready, determined air, full of life and business—apparently the sort of man who is equally ready for a fight or a jollification, and whose preference for the latter would by no means interfere with his creditable conduct of the former. His plainly furnished little stateroom looked as businesslike as a merchant's office. The round table in the center was strewn with books and innumerable manuscripts, and on the shelves were formidable-looking rows of account books, charts, etc. I may observe of the cabin as of every part of the *Florida,* that none of it appears to have been built for ornament—all for use. "You see," said the Captain, pointing to the heaps of papers, letters on files, account books, etc., which literally littered the table, "you see I've no sinecure of it. Since my paymaster died I've had to be my own paymaster. There is a young man named Davis (no relation to our President) who does paymaster's duty, but he's not yet quite up to the work."

Captain Maffitt began an animated recital of his career and adventures. He is forty-two years old and is the oldest officer on board. All the officers were born in the Confederate States and

most of them were officers in the United States Navy, before the outbreak of the war. The oldest of the officers is not more than twenty-three. The men are more mixed. There are one hundred able seamen on board the *Florida,* and about thirteen officers. Four fine fellows are from the neighborhood of Brest. Captain Maffitt says he has hardly ever taken a prize but what some of the crew of the prize have come forward to say, "Should like to serve with you, sir." Generally speaking, he has to refuse, but if he sees a very likely fellow he takes him on.

Captain Maffitt was a lieutenant in the United States Navy, before the outbreak, and in that capacity distinguished himself greatly. In 1858 he commanded the brig *Dolphin* when he captured the slaver *Echo,* with four hundred slaves on board, and took her into Charleston. For this feat his health was drunk at a public dinner in Liverpool; and it is a curious fact for those who maintain that the civil war in America is founded upon the slave question, that the commander of this important Confederate cruiser should be the very man who has distinguished himself actively against the slave trade. In 1859 Captain Maffitt commanded the United States steamer *Crusader* and captured four slavers.

The Captain told of his successful feat at Mobile, and spoke warmly of the incidents of the affair and pointed proudly to the marks of shrapnel, which are numerable enough, upon the masts and smoke-stacks. The *Florida* was struck with three heavy shots on that occasion, and one can easily perceive in the side of the ship where the mischief caused by the 11-inch shell has been repaired. The *Florida* made no effort to reply to the fire which she received, the sea running too high to admit of steady aim, and her small crew being too much occupied in the management of the ship. The Captain showed us a water-color sketch, very well done by one of the midshipmen, of the *Florida* running the blockade. It would not have disgraced a professional artist.

The only broadside which the *Florida* fired in anger was against the *Ericsson,* an armed merchant ship which she encountered some forty miles from New York. The *Ericsson,* a very large vessel, did not reply, but made the best of her way off, and succeeded in escaping. When they ventured within forty miles of New York they did not know that the arrival of the *Tacony* (one of their "outfits") had put the New Yorkers on their guard, and they soon found that there were about seventy armed vessels out searching for them, and so were glad to retreat. "We never seek a fight," said Captain Maffitt, "and we don't avoid one. You see we've only

two vessels against 1,500, so we should stand a poor chance. Our object is merely to destroy their commerce, so as to bring about a peace. We have taken, altogether,* seventy-two prizes, and estimate the value at $15,000,000. The *Jacob Bell* alone was worth $2,000,000."

The Captain exhibited a book in which all the prizes were regularly entered and all particulars relating thereto. He explained that their mode of procedure was to burn and destroy the property of the Northern States wherever they found it. I asked if they took gold and precious articles, and the reply was, "Pretty quick when we get them." The papers of the burned prizes are all kept, and a valuation is made before the destruction of the vessel; in the expectation that when peace is restored the Confederate Government will make an appropriation of money equivalent to the claims of the captors. In consequence of this arrangement there is very little actual treasure on board the *Florida*, and the officers and crew are working mainly on the faith of the future independence and solvency of the Confederacy. "Anyway," said Captain Maffitt, "we have cost the Government very little, for we've lived on the enemy. Oh, yes, we've served them out beautifully."

In reply to some questions as to the methods of capture the Captain said, "We only make war with the United States Government, and we respect little property. We treat prisoners of war with the greatest respect. Most of those whom we have captured have spoken well of us. To be sure we have met with some ungrateful rascals, but you meet with these all the world over. The last prize we took was the *Anglo-Saxon*, which we took in the English Channel, about sixty miles from Cork. She had coal on board and we burnt her. The pilot was a saucy fellow, and maintained that he was on his piloting ground. He insisted on being landed in an English port, but we could not do that. I brought him and twenty-four men here to Brest, and sent them to the English consul. If the pilot has any just claim upon us, it will be settled by the Confederate Government. That's not my business. My business is to take care of the ship. When the *Florida* came into Brest she had been at sea for eight months without spending four entire days in port. Before entering the port of Brest, she had not been more than twenty-four hours in any one port; although she visited Nassau, Bermuda, Pernambuco

*Including those captured by the *Clarence* and *Tacony*, the *Florida* and *Alabama*.

and Ceará (Brazil). Yes, indeed, sir," said the Captain, "two hundred and forty-five days upon solid junk, without repairs or provisions."

In all this time they had only lost fifteen men, including those who were killed and wounded at Mobile, the paymaster (who died of consumption), and one officer who was accidentally drowned.

They have come into Brest to repair the engines, which are somewhat out of order, the shaft being quite out of line. The Emperor has given orders that the *Florida* is to be admitted into the port for all necessary repairs and is to be supplied with everything she may require, except munitions of war.

In the course of conversation Captain Maffitt gave me an account of what he called the "outfits" of the *Florida*. They have been three in number. The *Clarence* he captured off Pernambuco on the 5th of May, and Lieutenant Reed was put on board with twenty men and one gun. These were afterward changed to the *Tacony*, a better vessel which was captured shortly after, and, to borrow Captain Maffitt's expression, "she captured right and left." Finally she took the revenue cutter off Portland harbor. The other "fit out" was the *Lapwing*, on board of which Lieutenant Averett was put to cruise on the equator. He made several captures and has now returned to his ship.

Captain Maffitt showed us over his ship, which was in pretty good order, considering the eight months' uninterrupted cruise, and he presented us both with a photographic picture of her which was taken at Bermuda. The *Florida* mounts only eight guns—six 48-pounders of the Blakeley pattern, made at Low Moore, and stern and bow chasers.

On taking our seats, I asked Captain Maffitt whether he expected to be interrupted on leaving Brest, pointing at the same time to the Oolet—the narrow passage which affords the only ingress and egress to and from the rade. "Well," replied he, "I expect there will be seven or eight of them out there before long; but I'm not afraid. I've run eight blockades already, and it'll go hard, but I'll run the ninth."

Captain Maffitt writes:

The demand on my physical ability had been excessive, nor had I entirely recovered from the effects of yellow fever, which still clung to me, and was militating against my general usefulness. For this reason I was compelled to apply for detachment, which being granted, Commander Barney became my successor. Con-

sulting a distinguished physician in Paris, he pronounced my heart affected from tropical disease, and after putting me through a course of severe treatment, started me off for Sweden, not to rest, but to travel for health.

Necessary as was this rest and recreation for both mind and body, yet, as my husband has often remarked, it was with eagerness that he looked forward to being able to return to his duties; knowing how important it was as the struggle of the South progressed that each man should be at his post. The moment therefore that it was possible for him to return to the Confederacy he did so. He took command of the blockade-runner *Florie* and returned with a cargo to the Confederacy.

CHAPTER XXIV

Article written by the Hon. Francis C. Lawley, M. P., in London *Daily Telegraph,* inserted by courtesy of Mr. James Sprunt—Mr. Lawley takes passage to the South in the *Lilian,* Capt. J. N. Maffitt in command —They leave Nassau for Wilmington—Encounter a vessel apparently on fire and go to her rescue—She proves to be a Federal cruiser—Description of the *Lilian*—Approach the Cape Fear and are attacked by blockader—Exciting chase of more than two hours—Close alignment of blockaders and their formidable approach—The *Lilian* passes them so closely that all marvel at her escape—She nearly runs down a launch —Captain Maffitt receives orders to the C. S. ram *Albemarle*—Letter from Gen. Robert E. Lee—Communications from Brig.-Gen. L. S. Baker, S. R. Mallory, and others, with endorsements, in regard to a contemplated attack on the enemy's gunboats by the *Albemarle*—Captain Maffitt ordered to command a blockade-runner which proves to be the *Owl*—Instructions of Secretary Mallory—Statement by Captain Maffitt of the captures made by the *Florida* while under his command—Eugene Anderson Maffitt—Tribute to him by Captain J. M. Kell—Letters and dispatches.

I am indebted to Mr. James Sprunt, senior member of the firm of Alexander Sprunt & Son, the largest individual cotton exporters in the United States, and who is also British vice-consul at Wilmington, North Carolina, for the privilege of copying the following account of a run into Wilmington from Bermuda made by Captain Maffitt while in command of the *Lilian.* This article appeared first in the London *Daily Telegraph* of January 8, 1897, and was written by the Hon. Francis C. Lawley, M. P.

Mr. Sprunt writes, in "Regimental History," Vol. V:

One of the most distinguished Englishmen who espoused the cause of the South during the civil war was the Hon. Francis C. Lawley, a kinsman of Gladstone, who was subsequently editor of the famous London *Telegraph* and later a member of Parliament. He came to General Lee as a *Times* war correspondent, accompanied by Lord Wolseley, with whom he ran the blockade. The personal devotion of these distinguished strangers was warmly reciprocated by the great Southern chieftain, to whom both Wolse-

ley and Roberts have referred as one of the foremost military leaders in history, Wolseley placing General Lee before all others.

A few years ago Mr. Lawley wrote in his inimitable style several papers in the daily London *Telegraph* on the subject of his personal experience in blockade-running. His reference to a voyage in my ship, the *Lilian,* prior to my appointment as purser for three voyages, led to a pleasant correspondence in which we exchanged notes on the same theme. I trust therefore that this is a sufficient apology to the *Telegraph* for copying that part of Mr. Lawley's most interesting allusion to blockade-running at Wilmington.

From Mr. Lawley's article I quote:

On arriving at Bermuda—as lovely a little group of islands as eye could rest upon—I found that the same good luck which throughout the war attended my blockade-running efforts, did not desert me on this occasion. Two brand-new vessels, both built by Messrs. Thompson, of Glasgow, and both credited with behaving during their voyage out from England like capital sea boats, lay in the harbor of Hamilton, Bermuda, ready to sail next day for Wilmington in North Carolina. The distance in a bee line is 674 miles, and by that time (1864) the sea was alive with fast Yankee cruisers of all sizes and descriptions. From the moment that a blockade-runner left Bermuda or Nassau, she was liable to be sighted by the *Vanderbilt* or by the *James Adger,* or some other fourteen or fifteen-knot boat, which allowed her to get some hundred miles out to sea, so that she could not double back and take shelter in a British port, and then went for her, as poor Brumley-Davenport sings, "With the Rush of the Limited Mail." Fortunately by that time the builders of the light gossamer craft, with three funnels apiece (the only strong and heavy articles in them being their big tubular boilers, capable of standing a tremendous pressure of steam), knew how to send blockade-runners out to sea with a knot or two more per hour "up their sleeves" than their fastest pursuers could boast.

Two ships, the *Lilian* and the *Florie,* lay in Hamilton Harbor when I entered it on the last day of May, 1864. They seemed like a couple of beautiful steam yachts of about 500 tons but without rigging. They were painted a dull leaden gray color, to make them as invisible as possible at sea. Their engines were of course in tip-top order; plentiful supplies of Welsh steam coal brought out from England, enabled them to fill their bunkers just before

starting. The weather was beautiful and everything portended a swift and successful trip. The only question still to be decided was to which of the two should I commit my fortunes. Both were to start for Wilmington next day, June 1, and each claimed to be faster than the other. The same company owned both, and bets had been freely made by their respective crews as to which would reach Wilmington first. The *Lilian* was commanded by Captain Maffitt, an officer of the United States Navy before the war, who had followed the South when she seceded from the Union. I knew that Captain Maffitt was a favorite of General Lee, who was always glad to relieve the strain upon his mind by listening to his old friend's sea yarns, and one glance at his resolute, straight-forward face made me determine that I would go with him. He was in truth a fine specimen of a sailor, and the more I saw of him during our short three days and four nights voyage, the more I liked him.

We started in the evening almost abreast of the *Florie,* our sister ship, with which we kept company until darkness fell. The sea was like a milldam. What wind there was blew from the right quarter, and during that first night our little company of passengers, eight in number, enjoyed themselves as Englishmen and Americans always do when there is a spice of danger and adventure in the job upon which they have embarked. The cool sea breeze was delightfully refreshing after the hot coral rocks of Bermuda, and no vigilant Yankee steamer, such as the *Rhode Island,* from whose too-strenuous attentions many a blockade-running vessel had suffered on putting forth from Bermuda, seemed to be in pursuit. We all slept like tops, and when morning came a fairer sight than that which presented itself never had met my eyes at sea. Not a vessel was anywhere visible to the lookout perch—aloft in the crow's nest, the *Florie* had disappeared, the sea sparkled in the glorious sunshine, and lots of flying-fish, the first I had ever seen, emerged from the ocean, and after a short, sharp flight of two or three hundred yards dropped again into the billowy depths. I confess that I was never tired of watching them, much to Captain Maffitt's amusement, who had seen more than enough of flying-fish when in command of the *Oreto,* afterward the *Florida,* with which he audaciously ran into Mobile in broad daylight, and although cut to ribbons by the heavy short-distance fire of the blockaders, got safely through without being sunk, and moored his little vessel at Mobile wharf, more than thirty miles distant from Fort Morgan, the Confederate fort which guarded the entrance to Mobile Bay and kept the blockaders at a respectful distance.

Returning to the "airy, fairy *Lilian*," we had got about 350 miles away from Bermuda, where Captain Maffitt's quick eye discerned a sail upon our port bow, enveloped in a dense canopy of smoke. She lay in a part of the ocean continually swept by Federal cruisers, and our wily Captain well knew that nowhere was more guile displayed by both belligerents than in connection with blockade-running. The vessel might very likely prove a trap to lure the *Lilian* on to her destruction, but after carefully scrutinizing her through his glasses, Captain Maffitt came to the conclusion that she might be on fire. Time was ineffably precious to us, but after generously exclaiming, "No luck can betide a vessel which leaves a comrade in distress at sea," our humane Captain ordered our course to be altered, and bore down upon the stranger. She was soon made out to be a Federal cruiser, emitting a dense white cloud with her Cumberland coal, and beating rapidly eastward in pursuit of another outward-bound delinquent. The *Lilian's* helm was therefore changed and she resumed her original course.

Meantime, the fine weather had deserted us, and the noon of our third day out was so dull and dark that it was impossible to take an observation. It was generally believed by the Captain and his officers that ere day dawned on the following morning it was possible that we might make a run into Wilmington, and onward we pressed. The *Lilian's* sharp bow seemed to cleave the waves like a razor, and the exhilaration of flying through the water at a speed which defied pursuit, raised our spirits to such a pitch that Charles Mackay and Henry Russell's famous old song, "There's a Good Time Coming, Boys!" burst in chorus from our lips, followed by such familiar Confederate war strains as—

"Then let the big guns roar as they will,
We'll be gay and happy still;
Gay and happy, free and easy,
We'll be gay and happy still."

Before long, however, the Captain silenced our ill-timed mirth, and soon our position, as we drew nearer and nearer to the land, became too excited to admit of irrelevant ebullitions.

It was impossible at such a moment to withhold one's admiration from the fitness of the vessel under our feet for the purpose for which she had been built, and also for the perfection of the system under which she was handled, and which experience had already shown to be necessary to give her and her consorts every chance

of success. When night fell not a single light was visible in any part of the ship, and no one under any circumstances was allowed to smoke, lest his cigar or cigarette or pipe might be seen by a lookout on board of one of our vigilant enemies. Steam was blown off under water, our coal made no visible smoke, and our feathering paddles no noise; our hull rose only a few feet out of the water; our only spars were two short lower masts with no yards, and only a small crow's nest in the foremast. The forward deck was constructed in the form of a turtle-back to enable the *Lilian* to go through a heavy sea. Our start from Bermuda was so well timed that a moonless night and high tide were secured for our running into Wilmington. For the rest, we trusted to our speed, which, as will shortly be seen, saved our vessel next day from capture, and ourselves from the distinguished honor of passing a few months as prisoners in the Old Capitol, or in a fort off Boston or Baltimore Harbor. The blockading vessels, too, were admirably managed. No lights were carried by them except on board one vessel, that in which the flag admiral sailed. She changed her position every night and the absence of strong lights on shore, discernible two or three miles away from Fort Fisher, greatly augmented the difficulty of hitting New Inlet, a narrow channel leading into the Cape Fear River. Moreover, the vessels which maintained the blockade were provided with calcium or rather incandescent lights, which they flashed forth on the slightest provocation, and also with rockets, which they let off in the direction a blockade-runner was taking—talking to each other, in fact, with colored lights at night as effectually as they did with signals by day.

It will be readily imagined that during our third night out from Bermuda, going to bed was far from our thoughts. The night wore rapidly away; 2 o'clock, 3 o'clock, 3.30 came, but no eye peering through the thick gloom could descry the light on top of the mound at Fort Fisher. Then, as morning dawned, Captain Maffit stopped his engines and prepared to lay to for the day between the outer and inner cordon of blockaders. It was too much to hope that for sixteen or seventeen hours of broad daylight we could escape observation in that cruiser-haunted neighborhood; nevertheless, from 4 in the morning till 1.30 P. M. we were unmolested. Then the tall masts of a big steamer, her immense paddle-wheels and lofty black hull, hove in sight from the direction of Wilmington, going at full speed, and by the keen eye on board of her the little *Lilian* was instantly descried. Before we could get up steam

fully, our gigantic enemy drew uncomfortably near, and orders were given to have all the mail bags carried by the *Lilian* made ready, in case of capture, to be dropped with weights attached to them into the all-devouring ocean. Several shots flew over our heads or dropped by our side, but going at such a pace it is not easy to hit a little vessel with projectiles fired from the unstable platform of a pursuer going fifteen knots an hour through a lumpy sea.

Presently our beautiful little craft began to answer in earnest to the driving power within her, as a thoroughbred horse gallantly responds to the spur of his rider. As the pressure of steam ascended from fifteen pounds to twenty, from twenty to twenty-three, from twenty-three to twenty-six, and as the revolutions of the paddle mounted from twenty-six to twenty-eight, from twenty-eight to thirty-three per minute, the little vessel flew out to sea swift as a startled wild duck. Before two and a half hours had passed the hull of the big Yankee was invisible and her topgallant-sails a mere speck on the distant horizon. As, however, she and doubtless others of her sisters lay between us and Wilmington, it became necessary to run around them. Our helm accordingly was changed, and as the sun dropped into the sea our pursuer, though a long way off, still hung upon our rear. There was nothing for it but to stick to our course; but such had been the speed of our flight that the inside blockading squadron was clearly sighted by us before the close of day. Grim and forbidding enough in all conscience the black hulls looked, and so close did they lie to each other that it seemed hoping against hope to expect that a little craft like ours would pass unscathed between them or among them, taking the fire of two or three broadsides at little more than pistol range, or that she could eventually escape destruction at the hands of such formidable antagonists. But in command we had a captain who, in broad day, had braved the worst that the blockaders off Mobile could do to the little *Florida,* without being scared or sunk. It is at such moments that you realize how paramount is the influence of a dauntless chief upon all around him; and it is felt more in so confined a space as the deck of a ship than in a great battle on land. Nevertheless, we could not but perceive—indeed Captain Maffitt's anxious face told us so—that our position was far from comfortable, pursued as we were by a vessel a few miles off to the rear, which clearly saw us, and swiftly approaching a powerful squadron of heavily armed blockaders, which had not yet caught sight of the *Lilian's* two masts, but might do so at any moment.

Fortunately for us, before we got close in night fell. The crews on board the blockaders were taking their evening meal as we approached them, and I suppose the lookouts were not quite so sharp as they undoubtedly became before the end of the war. Not a moment was lost by Captain Maffitt, or by our excellent pilot, a Wilmington man, when darkness had fairly settled upon the face of the deep. Silently and with bated breath we crept slowly in, passing blockader after blockader so close that at every moment we expected a brilliant light to flash forth, turning night into day, and followed by a hurricane of shot and shell, which might easily have torn the little *Lilian* to pieces. It was destined, however, that upon this occasion she was not to receive her baptism of fire, for the shots sent after her by her big Yankee pursuer hardly deserve the name. Just as we approached the big mound, close to which Fort Fisher stands, a dark spot was discerned on the bar. It was a Federal launch groping for secrets, or perhaps sinking rocks and other obstructions into the channel immediately under the fire of Fort Fisher's guns. I am afraid if Captain Maffitt had been a little earlier he would have run her down. As matters stood the launch escaped, and those on board were either too much scared to fire a musketry volley into us, or reluctant to do so, as Fort Fisher would doubtless have opened upon them, and as I had many subsequent opportunities of ascertaining, her guns were seldom fired without effect upon any object within their range.

Another moment, and we lay safe and sound below the mound, eagerly asking for news from within the Confederacy, and as eagerly questioned in our turn for news from without. Moreover, the *Florie* had not yet arrived, which raised the spirits of the *Lilianites* to fever heat.

The *Lilian* then proceeded to Wilmington, where Captain Maffitt received the following order:

CONFEDERATE STATES,
OFFICE OF ORDERS AND DETAIL,
NAVY DEPARTMENT,
RICHMOND, June 9, 1864.

SIR: Proceed to Plymouth, North Carolina, and report to Capt. R. F. Pinckney, commanding, etc., for the command of the C.

steamer *Albemarle*. You will report by the 22d inst. or as soon thereafter as practicable.

I am respectfully, your ob't serv't,

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN N. MAFFITT,
C. S. Navy.
Reported June 25.

R. F. PINCKNEY, Comdr.

The following letter is of interest, coming as it does from the pen of our beloved Chieftain, Gen. Robert E. Lee, C. S. A.:

CAMP, PETERSBURG, August 11, '64.

MY DEAR CAPTAIN: I have received the sword belt you were so kind as to send me. It is very handsome and I appreciate it highly as a token of your remembrance. I recall with great pleasure the days of our association in Carolina—with equal admiration your brilliant course since in the defense of your country. Wishing you all happiness and prosperity.

I remain, most truly yours,

R. E. LEE.

Comdr. J. N. MAFFITT, C. S. N.

HEADQUARTERS 2D DIST., DEPT. N. C. AND SO. VA.,
GOLDSBORO, July 6, 1864.

Capt. JOHN N. MAFFITT, C. S. N.,
Comdg. Gunboat *Albemarle*,
Plymouth, N. C.

CAPTAIN: A rumor having reached me that it was your intention at an early day to assume the offensive and attack the enemy's gunboats in Albemarle Sound, I take the liberty of writing to urge upon you the great necessity for extreme caution in the matter and to beg that you will not make the proposed movement unless you are *certain* of success.

I beg leave to remind you of the importance to the Confederacy of the country opened to us by the taking of Plymouth, to suggest that its recapture now engages the serious attention of the U. S. Gov't and that the loss of the gunboat which you command would be irreparable and productive of ruin to the interests of the Gov-

ernment, particularly in this State and district, and indeed would be a heavy blow to the whole country. It has been reported to me that within the last few days two of the largest gunboats at Newberne have been sent to Roanoke Island.

I have no doubt that in event of an attack by you the most desperate efforts will be made to destroy your boat and thus open the approach to Plymouth and Washington.

I hope, Captain, you will appreciate the importance of the matter which has induced these suggestions and pardon the liberty taken.

With high consideration I have the honor to be

Very respectfully, your obd't serv't,

L. S. BAKER,

Brig.-Gen. Comdg. Dist.

From the letter, a copy of which is given below, the matter seems to have been referred to both the Secretary of the Navy by Captain Maffitt, and to the Secretary of War by Captain Pinckney:

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, August 4, 1864.

Comdr. J. N. MAFFITT, P. N. C. S.,
Comdg. Steamer *Albemarle,*
Plymouth, N. C.

SIR: In reply to your letter of the 9th ult., enclosing copy of a letter from General Baker relative to the proposed attack by the *Albemarle* upon the enemy's gunboats, I enclose for your information copy of my letter to Captain Pinckney relative to a similar letter from General Baker referred to me by the Secretary of War.

I am respectfully, your ob't serv't,

S. R. MALLORY,

Secretary of the Navy.

Letter of General Baker:

H'D'RS. SECOND DIST., DEPT. OF N. C. AND S. VA.,
GOLDSBORO, N. C., July 8, 1864.

CAPTAIN: I desire to call the attention of the general commanding to the fact that Capt. J. N. Maffitt, C. S. Navy, commanding gunboat *Albemarle,* has verbal instructions to attack the enemy's fleet in Albemarle Sound. In the opinion of Commodore Pinck-

ney and Captain Cooke, both thoroughly acquainted with the capacity, etc., of the gunboat *Albemarle,* there is great danger of her capture if she goes out into the sound for this purpose. I have received to-day an earnest protest from Colonel Wortham, commanding at Plymouth, against this step, which I have taken the liberty of forwarding direct to the Secretary of War, with my approval thereof, and a request that he will obtain an immediate revocation of the order of Captain Maffitt. This was done in order to avoid the necessary delay which would have occurred in sending it through your headquarters, and I hope this course will meet the approbation of the general commanding, and that he will deem it necessary to take immediate steps in the premises to procure a revocation of the order to Captain Maffitt, as the loss of the *Albemarle* would probably necessitate the evacuation of the country recently recaptured by our forces and now so important to the Confederacy. I am, Captain, very respectfully,

Your obedient servant,
L. S. BAKER,
Brigadier-General, Commanding District.

Captain J. M. OTEY,
A. A. G., Dept. of N. C. and S. Va., Petersburg, Va.

(First endorsement.)
H'DQ'RS, DEPT. OF N. C. AND S. VA.,
July 15, 1864.

Respectfully forwarded.

G. T. BEAUREGARD,
General.

(Second endorsement.)
ADJUTANT AND INSPECTOR-GENERAL'S OFFICE,
July 19, 1864.

Respectfully submitted to the Secretary of War.

H. L. CLAY,
Assistant Adjutant-General.

(Third endorsement.)
July 23, 1864.

Respectfully submitted to the honorable Secretary of the Navy, earnestly requesting his consideration of the news presented.

J. A. S.,
Secretary.

(Fourth endorsement.)

July 30, 1864.

Respectfully returned to honorable Secretary of War. It is evident from these papers that the military authorities immediately in charge at Plymouth regard our tenure of Plymouth, Washington, and the rich valley of the Roanoke as dependent upon the ironclad *Albemarle;* and hence their protest against the alleged verbal orders given her by the Navy Department to attack the enemy. The importance of this vessel in holding the country she greatly aided to recover is apparent, even if the water fronts of Plymouth were strengthened, but she was not designed to act as a floating battery merely, and while her loss must not be lightly hazarded, the question of when to attack the enemy must be left to the judgment of the naval officer in command, deciding in view of the relations she bears to the defenses of North Carolina.

S. R. M(ALLORY),
Secretary of the Navy.

There seems to have been quite a ruffling of feathers in regard to this matter. In view of the after fate of the *Albemarle*—on the 28th of October, 1864, at 3 A. M., while under the command of Lieutenant Warley, who had succeeded Captain Maffitt, she was destroyed by Lieutenant Cushing—we are left to speculate as to possible results had the orders of the Navy Department been carried out. Mr. Mallory in his indorsement of the papers forwarded to him on this subject, expresses his opinion that "the question of when to attack the enemy must be left to the judgment of the naval officer in command, deciding in view of the relations she bears to the defenses of North Carolina."

Soon after this, Captain Maffitt, greatly to his relief, as the duty was more that of a river guard, received the following orders:

C. S. NAVY DEPARTMENT,
OFFICE OF ORDERS AND DETAIL,
RICHMOND, VA., September 9, 1864.

SIR: You are hereby detached from the command of the C. S. (ram) *Albemarle,* and will proceed to Wilmington, N. C., and

report to Flag Officer William F. Lynch, commanding, for the command of a blockade-runner.

By command of the Secretary of the Navy.

S. S. LEE,
Captain in Charge.

Commander J. N. MAFFITT, Provisional Navy C. S.,
Commanding C. S. (Ram) *Albemarle*, Plymouth, N. C.

(Indorsement.)

Reported, September 20, 1864.

C. B. POINDEXTER,
Commanding Officer.

NAVY DEPARTMENT, C. S.,
RICHMOND, VA., September 14, 1864.

Commander JOHN N. MAFFITT, P. N. C. S.,
Wilmington, N. C.

SIR: The *Owl* is the first of several steamers built for and on account of the Confederate Government and which are to be run under the direction of the Secretary of the Navy. Naval officers are to be placed in command and you are selected to take charge of the *Owl*. All the information I have as to this vessel is derived from the enclosed copy of a letter from Colonel Bayne, which you will perceive says nothing as to the condition upon which the officers and crew are engaged, nor does it inform me as to the vessel's papers. You will at once ascertain all necessary information upon these points.

It is possible that, after the manner of seamen, there may be murmuring or discontent by those on board at the change of command; and as it is difficult to find crews and engineers at pleasure, your judgment and tact are relied upon to meet such a contingency.

The *Owl* should go to Bermuda rather than to Halifax, for the reason that she could bring but little cargo from the latter point in addition to the coal required for her inward and outward trips, and for the additional reason that the risks of capture and loss are far greater on the Halifax route. From Halifax the U. S. Agents may telegraph to any naval station and city of the enemy the exact time of the departure of our ships, and thus greatly increase the chances of anticipating them.

This Department having to defray the expenses of the vessels sailing under its direction, sterling bills will be placed in your hands to enable you to meet those of your command; and you

are required to see that economy and efficiency in all its departments are practiced. So soon as a naval assistant paymaster can be spared, one will be sent to you.

As the *Owl* will soon be followed by several other vessels under this Department, it is important that uniformity as far as practicable be observed in their management. For this purpose the expenses of every round trip will be stated under their appropriate heads of expenditure.

I am respectfully, your ob't serv't,

S. R. MALLORY,
Secretary of the Navy.

P. S.—All the civil duties pertaining to the running of these vessels and their expenditures are devolved upon Mr. W. H. Peters, who is the special agent of the Department at Wilmington, and such as are of a military character are devolved upon Lieut. R. F. Chapman, C. S. N., with both of whom you will please confer.

Mr. Peters will apprise you of such reports as are required upon the return of every vessel and which you will have made accordingly.

S. R. MALLORY,
Sect'y Navy.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, September 19, 1864.

Commander JOHN N. MAFFITT, C. S. Navy,
Wilmington, N. C.

SIR: The following telegram was this day sent to you:

"It is of the first importance that our steamers should not fall into the enemy's hands. Apart from the specific loss sustained by the country in the capture of blockade-runners these vessels, lightly armed, now constitute the fleetest and most efficient part of his blockading force off Wilmington.

"As commanding officer of the *Owl* you will please devise and adopt thorough and efficient means for saving all hands and destroying the vessel and cargo, whenever these measures may become necessary to prevent capture. Upon your firmness and ability the Department relies for the execution of this important trust. In view of this order no passengers will, as a general rule, be carried. Such exceptions to this rule as the public interests may render necessary, embracing those who may be sent to the Government, will receive special permits from this Department."

Assistant Paymaster Tredwell has been instructed to pay over to you, taking your receipt for the same, four thousand pounds in sterling bills. You will please keep an accurate account with vouchers in duplicate of all your expenditures, one set of which you will submit to Mr. W. H. Peters, our special agent at Wilmington, at each round trip you may make.

I am respectfully, your ob't serv't,
S. R. MALLORY,
Secretary of the Navy.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, September 25, 1864.

Commander JOHN N. MAFFITT, C. S. Navy,
Wilmington, N. C.

SIR: The Department has received no report of your cruise while in command of the *Florida*, and you are requested at your earliest convenience to make a full report of her operations. Duplicates of any reports whilst cruising will probably be the best means of affording the information desired if you have retained copies.

It is important also that the accounts of the late Ass't Paymaster Lynch should be adjusted, and if you have them in your possession, it would be well to send them to the 1st Auditor of the Treasury, and also the accounts of the *Florida* subsequent to his death. I am, respectfully, your ob't serv't,
S. R. MALLORY.

Copy of answer to the above:

WILMINGTON, N. C., December 12, 1864.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond.

SIR: I herewith enclose a statement of the captures made by the C. S. S. *Florida* while under my command.

The value of each cargo is taken from memory as I left all my papers in Bermuda, fearing to trust them through the blockade. From time to time I wrote the Department and enclosed a statement of the value of each vessel destroyed.

On my arrival from Bermuda I will furnish copies of my communications and forward the different papers of the captured vessels.

You will observe that this statement does not embrace the names of vessels captured by Lieutenant Reed, who was sent out from the *Florida* in the prize brig *Clarence,* and from him a report will have to be obtained in order to complete the list.

I am, respectfully, your ob't servant,

J. N. MAFFITT,
Commander, C. S. N.

Partial list of vessels captured by the C. S. steamer *Florida,* John N. Maffitt, commanding, with an approximate value of the same given from memory:

Brig *Estelle,*	destroyed, cargo and vessel valued at			$130,000
Bark *Windward,*	"	"	"	40,000
Brig *Corris Ann,*	"	"	"	44,000
Ship *Jacob Bell,*	"	"	"	2,140,000
Ship *Star of Peace,*	"	"	"	900,000
Schooner *Aldebaran,*	"	"	"	25,000
Bark *Lapwing,*	"	"	"	80,000
Bark *M. J. Colcord,*	"	"	"	40,000
Ship *Commonwealth,*	"	"	"	400,000
Ship *Oneida,*	"	"	"	950,000
Bark *Henrietta,*	"	"	"	40,000
Brig *Clarence,*	"	"	"	35,000
Ship *Crown Point,*	"	"	"	500,000
Ship *Southern Cross,*	"	"	"	90,000
Ship *Red Gauntlet,*	"	"	"	130,000
Ship *Benjamin Hoxie,*	"	"	"	130,000
Schooner *V. H. Hill,*	"	"	"	10,000
Ship *Sunrise,*	"	"	"	60,000
Brig *W. B. Nash,*	"	"	"	75,000
Schooner *Rienzie,*	"	"	"	30,000
Ship *Hope,*	"	"	"	40,000
Ship *Anglo-Saxon,*	"	"	"	85,000

Many other captures were made by the *Florida* other than the above, among them the *Francis B. Cutting,* bonded for $40,000, the *Hull* and *Southern Rights.*

In giving the above answer I have somewhat anticipated. The delayed answer was no doubt due to Captain Maffitt's absence from Wilmington, as he made a visit to his family near Fayetteville at this time. In a letter to his daughter Florie, dated November 8, 1864, he writes:

I have been waiting the *Owl's* arrival to write—she is not yet in, and I fear will not come until the next moon, as she recently went to Nassau to get a pilot. This delay is exceedingly annoying, but as growling does no good, I have patiently, or rather impatiently, to submit. * * * I hope you are all well and do not find yourselves as dull as when I first left. On the last of August, Eugene [his son] was in Glasgow, Scotland, and he then told Mr. Lafone that he intended to return home in October—so we may expect to see him very soon.

Eugene Anderson Maffitt was the eldest son of Captain Maffitt, and had served on board the *Alabama* with Semmes during her entire cruise and was on board during her fight with the *Kearsarge*. In *The Century* Magazine for April, 1886, there is an article by Capt. John McIntosh Kell, executive officer of the *Alabama*, "Cruise and Combats of the *Alabama*," in which he makes the following mention of Eugene Anderson Maffitt. After describing the fight and its disastrous result, he says:

Partly undressing, we plunged into the sea, and made an offing from the sinking ship, Captain Semmes with a life-preserver and I on a grating. The young Midshipman Maffitt swam to me and offered his life-preserver. My grating was not proving a very buoyant float, and the white caps breaking over my head were distressingly uncomfortable, to say the least. Maffitt said, "Mr. Kell, take my life-preserver, sir; you are almost exhausted." The gallant boy did not consider his own condition, but his pallid face told me that his heroism was superior to his bodily suffering, and I refused it.

They were both picked up soon afterward by the *Deerhound* and taken to England. Eugene Maffitt was afterward first officer on the *Susan Beirne*. This blockade-runner, in making an effort to reach the Confederacy from Bermuda, with her return cargo, was overtaken by a severe storm in which she suffered such damages that it was with great difficulty and after much suffering by her officers and crew that she returned to St. Georges, and, not being able to obtain permission from

the British Government to use the naval drydock, it was found necessary to proceed to Nassau in a crippled condition to complete repairs on the public dock there.

From this digression I now return to Captain Maffitt, still awaiting in Wilmington, N. C., the advent of the *Owl*.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, November 25, 1864.

Commander JOHN N. MAFFITT, C. S. N.,
Wilmington, N. C.

SIR: In addition to the orders heretofore given on the 14th and 19th of September last, with reference to the command of the *Owl*, the following orders will also be observed: Before leaving port you will station your crew for the different boats of the steamer, having placed in them water and provisions and also nautical instruments. When capture in your judgment becomes inevitable, fire the vessel in several places and embark in the boats, making for the nearest land.

The Department leaves to your discretion the time when, and the circumstances that must govern you in the destruction of the *Owl*, in order to prevent her falling into the hands of the enemy.

You will obtain the best engineer, officers and pilot and make the vessel as thoroughly efficient as practicable for the service in which she is engaged.

No passengers will be received on board without the authority of this Department.

You will request the Government agents in Nassau and Bermuda to require of each steamer that leaves each place with a small cargo, to bring in for this Department a certain amount of coal, to be delivered to Mr. Peters or his agent on arrival.

On your arrival in a Confederate port you will furnish Mr. Wm. H. Peters, special agent at Wilmington, with duplicate vouchers of your expenses of each trip, with the view of equalizing and governing the expenses of all vessels which will come under the charge of this Department; and you will be careful to avoid all unnecessary expenditures, and will regulate them with a view to rigid economy consistent with efficiency.

You are authorized to employ the services of a clerk, whose duties will be to receive and deliver the cargoes, and also attend to the accounts of the steamer, all of which will be approved by you before being submitted to Mr. Peters.

You will confer freely and fully with Mr. Peters.

I am respectfully, your ob't serv't,
S. R. MALLORY,
Secretary of the Navy.

CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, December 5, 1864.

Commander JOHN N. MAFFITT, C. S. N.,
Comdg. Steamer *Owl*,
Wilmington, N. C.

SIR: In anticipation of your being able to get out this moon, and fearing a letter would not reach you in time, I telegraphed to-day to bring as part of your return cargo a portion of the clothing shipped to Bermuda to Major Walker, C. S. Agent, by Paymaster ——. Clothing is much required, and you will please, if practicable, divide the lot you bring so as to contain full suits of clothes, blankets and shoes. If these articles have not arrived, bring in the lot of clothing shipped to Major Walker for Paymaster Bell, by Mess. Girard Gauthirin & Co., of Paris, or a portion of it. It is desirable also that all articles for submarine purposes should reach us as early as practicable, and you will also take on board a portion of these articles.

Seventeen of the *Florida's* men have been landed at St. Georges and are now in charge of Major Walker. You will take them on board and bring them to the C. S. and also Midshipman Warren and Engineer Collier.

Upon your return you will please forward a list of the names of the *Florida's* men, their terms of enlistment, etc. Some of them may probably be known to you.

I am respectfully, your ob't serv't,
S. R. MALLORY,
Secretary of the Navy.

CHAPTER XXV

Blockade-running in the *Owl*—Arrival at St. Georges—Abortive attack on Fort Fisher by Butler—The *Owl* with return cargo enters the Cape Fear—Interviewed by Captain Martin and informed that Fisher and the Cape Fear were in the hands of the enemy—The *Owl* enters the harbor of Charleston—Attacked by Federal blockaders and ordered to "heave to"—Mail bags, log-book of *Florida*, and valuable papers sent to the bottom by young officer—The *Owl* escapes and the enemy attack each other—The *Owl* enters port of Galveston, Texas—Gets aground and is fired upon by blockaders—With help of C. S. *Diana*, Captain McGarvey, escapes—Appears in damaged condition at Nassau, where *Susan Beirne* is repairing—Interesting letter from Capt. J. Pembroke Jones—Joins Maffitt in Havana and sails with him in *Owl* to Halifax—Last orders of Navy Department—Letter to his family by Captain Maffitt—Letter of Hon. J. C. Breckinridge and one from Gen. Wm. C. Preston of Kentucky—Captain Maffitt obtains command of British merchantman *Widgeon*—Letters to his family.

In *The United Service* Magazine for February, 1892, Captain Maffitt in an article on "Blockade-Running," writes:

On the 21st of December, 1864, I received on board the naval steamer *Owl* seven hundred and eighty bales of cotton, and with three other blockade-runners ran clear of the Federal sentinels without the loss of a rope-yarn. * * *

Arriving in St. Georges, I found a number of steamers loaded and impatiently awaiting news from the Federal expedition under General Butler against Fort Fisher before resolving to enter Dixie. By the Halifax steamer the desired intelligence was obtained. The Northern press admitted that the assault had proved abortive. The *New York Herald* stated that the cargo of powder was gallantly anchored near Fort Fisher and touched off; produced an explosion so terrible as to absolutely arouse several fatigued and somnolent Dixie soldiers from their much-needed repose. Upon the receipt of this, to us, cheering news, six of us in company joyfully departed, anticipating a speedy reunion with Dixie.

We parted at sea and met not again. In two days I communicated with Lockwood's Folly where they reported all serene and Fisher intact. Delighted with this information, I steamed for the Cape Fear. The moon was not expected to rise until eleven

o'clock, and at eight o'clock we should meet high water on the bar—the time for crossing. Approaching the channel, I was surprised to find but one sentinel guarding the port. No difficulty was experienced in eluding him. A conflagration at Bald Head and no response to my signals excited some apprehensions, but as Fort Caswell *looked* natural and quiet, I decided to venture in and passing on, came to anchor off the fort wharf. We were immediately interviewed by Capt. E. S. Martin, chief of ordnance, and another officer from the fort, who confirmed my most gloomy apprehensions. A second attack, under General Terry and Admiral Porter, had been successful, and Fisher and the Cape Fear were in the possession of the enemy.

To instantly depart became an imperious necessity. Gunboats were approaching; Fort Caswell was doomed; the train already laid, only awaited the match. In poignant distress I turned from the heart-rending scene, my sorrowing mind foreshadowing the fate of Dixie. The solitary blockader awoke from his lethargy and pursued me furiously. His artillery palled under the reverberation of an explosion that rumbled portentously from wave to wave in melancholy echoes that enunciated far at sea the fate of Caswell.

My cargo being important, and the capture of Fort Fisher and the Cape Fear cutting me off from Wilmington, I deemed it my duty to make an effort to enter the harbor of Charleston, in order to deliver the much needed supplies.

I had been informed that the blockade of that port was more stringently guarded than ever before since the inauguration of hostilities. The *Owl's* speed was now accommodated to the necessary time for arriving off the bar, which was 10 P. M. Throughout the day vigilant steamers were seen along the shore, inspecting inlets and coves regardless of their want of capacity for blockade purposes. This spirit of inspection and watchfulness was most assiduous, as if an order had been issued to overhaul even the coast gallinippers, to see that aid and comfort in the shape of muskets and pistols were not smuggled into the needy Confederacy. Occasionally one of these constables of the sea would fire up and make a dash after the *Owl;* a little more coal and stirring up of the fire-draft was sufficient to start the blockade-runner off with such admirable speed as to convince the Federal that he was after the fleetest steamer that ever eluded the guardians of the channel-ways.

Seasonably making the passage, nine o'clock P. M. found us not far from the mouth of Maffitt's channel. Anticipating a trying

night and the bare possibility of capture, two bags were slung and suspended over the quarter by a stout line. In these bags were placed the Government mail not yet delivered, all private correspondence, and my war journal, including the cruise of the *Florida*, besides many other papers. An intelligent quartermaster was ordered to stand by the bags with a hatchet, and the moment capture became inevitable to cut adrift and let them sink.

When on the western end of Rattlesnake shoal, we encountered streaks of mist and fog that enveloped stars and everything for a few moments, when it would become quite clear again. Running cautiously in one of those obscurations, a sudden lift in the haze disclosed that we were about to run into an anchored blockader. We had bare room with a hard-a-port helm to avoid him some fifteen or twenty feet, when their officer on deck called out, "Heave to, or I'll sink you!" The order was unnoticed, and we received his entire broadside, that cut away turtle-back, perforated forecastle, and tore up bulwarks in front of our engine-room, wounding twelve men, some severely, some slightly. The quartermaster stationed by the mail-bags was so convinced that we were captured that he instantly used his hatchet, and sent them well moored to the bottom; hence my meagre account of the cruise of the *Florida*. Rockets were fired as we passed swiftly out of his range of sight, and drummond-lights lit up the animated surroundings of a swarm of blockaders, who commenced an indiscriminate discharge of artillery. We could not understand the reason of this bombardment, and as we picked our way out of the mêlée, concluded that several blockade-runners must have been discovered feeling their way into Charleston.

After the war, in conversing with the officer commanding on that occasion, he said that a number of the steamers of the blockade were commanded by inexperienced volunteer officers, who were sometimes overzealous and excitable, and hearing the gunboat firing into me, and seeing her rockets and signal lights, they thought that innumerable blockade-runners were forcing a passage into the harbor, hence the indiscriminate discharge of artillery, which was attended with unfortunate result to them. This was my last belligerent association with blockade-running.

Captain Maffitt then determined to make an effort to enter the port of Galveston, Texas. The date of this attempt is fixed by the following receipt found among his papers:

$222.15.

Received, Galveston, May 5, 1865, of Mr. C. B. Cook, two hundred and twenty-two 15-100 (in specie) dollars for duties on clearance of goods imported into the port on steamer *Owl.*

A. P. LUPKIN,
Surveyor of Port Galveston.

From the *Galveston Daily News* of May 6, 1901:

AN EVENT OF '65.

One fine morning in the spring of 1865 Capt. John Newland Maffitt, who was formerly commander of the famous Confederate steamer *Florida,* but then commander of the fast steamer *Owl,* ran successfully through the blockading fleet of sixteen vessels, but grounded on Bird Island shoals, just at the entrance to Galveston Harbor, at a most exposed point within range of the enemy's guns, who were raining shot and shell around the stranded vessel. In the harbor, under command of Capt. James H. McGarvey, was the Confederate fleet, composed of the gunboat's *Diana* and *Bayou City* and the transports *Lucy Gwin, Colonel Steel, Island City,* and *Lone Star.* With a volunteer crew, Captain McGarvey went with the *Diana* to the rescue, arriving quickly on the scene, to find the gallant captain and his crew working faithfully to float the vessel, which with the assistance of the crew of the *Diana* was soon done, and in the face of great danger Captain Maffitt remained at his exposed post on the bridge of the steamer, calmly directing his men and displaying the greatest calmness and bravery.

Captain Maffitt's sister, Mrs. Henrietta Lamar of Galveston, Texas, wrote me some years ago in regard to this visit of her brother, that "all the city had gone up to the house tops, in their anxiety to know the fate of the *Florida,* and, if possible, to signal him, and great was their rejoicing at his successful exit."

We next hear of Captain Maffitt's whereabouts from Mr. James Sprunt's articles in "Regimental Histories," Vol. V, "Blockade-Running." He writes, page 381:

While we (the *Susan Beirne*) were repairing at Nassau, the Confederate steamer *Owl,* commanded by Captain Maffitt,

appeared in the offing, and later ran close past us in the harbor, a shot hole through her funnel, several more in her hull, standing rigging in rags, and other indications of a hot time, confirming our apprehensions that she had failed to reach the Confederacy. A few moments later the gallant Maffitt reported that Fort Fisher had fallen and that Charleston Harbor was also in possession of the Federals. The gateway to the South was at last closed and the occupation of blockade-runners was at an end.

Captain Maffitt had evidently, however, been able to deliver his cargo in Galveston, as the receipt given above shows.

In a letter from Capt. J. Pembroke Jones, the shipmate and life-long friend of Captain Maffitt, dated Pasadena, California, November 20, 1905, I take these data:

Do you know that the last order I received in the Confederacy was early in 1865, to make the best of my way out of the Confederate States, taking with me a James River pilot and a York River pilot and a large sum of money in specie cheques, with orders to report to Maffitt, if I could find him, and requiring him and me to purchase steamers and load them with the supplies most needed by General Lee's army, and bring them in as speedily as possible—running the blockade *coûte que coûte*, one to take James River and the other York River.

As all our ports were closed I started, with the two pilots, for Texas; but when I reached the Mississippi River I heard of the surrender of General Lee, and of the death of Mr. Lincoln. I then ordered the two pilots to return to their homes.

I crossed the Mississippi, went up Red River to Shreveport, went to Galveston, where I reported to General Magruder, and finding the war would not be continued in Texas, I went to Brownsville and crossed the Rio Grande to Matamoras; from there I took steamer to Havana, where I found Maffitt, and surprised him with the account of my mission. Maffitt and myself went together from Havana to Halifax in the *Owl*, where I parted with him.

He adds:

He [Maffitt] was the warmest-hearted and most generous friend and the most genial companion I ever knew. He was always the life of his mess, full of fun and tender sympathy for all around him. He was a born sailor and a splendid officer, and I have never known one more beloved.

I trust I may be pardoned for inserting the above tribute, all the more welcome after the many years that have passed since the earthly career of the friend, of whom Captain Jones speaks so warmly, was closed. Captain Jones was probably the bearer of the following letter which belongs to the history of that period. It is the last letter from Mr. Mallory, among the collection saved by Captain Maffitt, which has fallen into my hands. The vicissitudes of war and the uncertainties of his life during many years subsequent to this period, have no doubt occasioned the loss of many valuable historical documents, besides the lamented one of the *Florida's* log-book.

(Duplicate.)
CONFEDERATE STATES OF AMERICA,
NAVY DEPARTMENT,
RICHMOND, February 24, 1865.

Commander JOHN N. MAFFITT, Pr. C. S.,
Nassau, N. P.

SIR: The loss of Savannah and Charleston, renders instructions as to the employment of the *Chameleon* and *Owl* expedient.

The importation of supplies being now limited to the shallow inlets and rivers of our coasts requires vessels whose draft of water does not exceed six feet. You will at once take into consideration the chances of running the two vessels referred to into Georgetown and out again to the islands, and will, if you deem it practicable, do so. Should you on the contrary deem it impracticable, and should you find it equally impracticable to run them into, and out of, any other port this side of the Mississippi, you will turn the *Owl* over to Mr. J. B. Lafitte, at Nassau, the agent of Frazier, Trenholm & Co., as their property, and request him to abide their instructions; and you will sell the *Chameleon* if you can do so. The cost of this vessel in England (originally the *Atlanta*) was about £17,000. We gave £25,000 for her. There must be a large number of similar vessels at Nassau and Bermuda for sale, and the prospect of selling her is not deemed favorable; and hence the price is placed at £15,000. If you sell her, place the proceeds in the hands of Frazier, Trenholm & Co., Liverpool, to the credit of Commander J. D. Bullock. Should you be unable thus to dispose of the *Chameleon*, you will communicate the fact at once to Commander Bullock, reduce the expenses to the lowest practicable figure, and await his orders. You will inform him of

your inability to sell the vessel, and of the Department's desire to turn her over to him for sale or other disposition, and that you will abide his instructions.

I am informed that there are some well built and fast steamers drawing under six feet when fully laden, at the islands, which may be purchased. In view of the urgent importance of getting in our supplies, and particularly small arms, you are authorized to purchase such a vessel out of the proceeds of the *Chameleon*, if you can make the arrangements, and run her into St. Marks, or any other port accessible to us in Florida, or anywhere this side of the Mississippi, with our naval supplies of clothing and shoes, and small arms for the army. If such a vessel cannot be purchased, you will ascertain from Commander Bullock whether he cannot send such a vessel in lieu of the *Chameleon*. If possible the draft ought not to exceed five and a half feet. With this draft you can enter Apalachicola Bay and pass the "Bulk Head," a mound built near the city, and go up the river to Columbus, Georgia. If any better place for getting in these supplies successfully seems preferable, you are requested to adopt it.

Upon Mr. McRae's list of vessels under contract abroad for us, are found the *Lark* and the *Wren*, built to draw five feet only. Should either of the vessels, or any other vessels of like draft be accessible to us at the islands, you will make such efforts to bring them in with small arms and our supplies as you may find practicable. These vessels have not been turned over to this Department, but they have been built for the service of the Confederacy, and you will, as a naval officer, render all the service in your power in getting them in. You are familiar with the Gulf coast of Florida, and you will recognize, by a glance at the charts, several places between Apalachicola and Tampa Bay at which they might enter.

We are without advices from you or other agents abroad since you last left the country; but we have reason to believe that two small twin screw steamers, drawing not over seven and a half feet, the *Ajax* and *Hercules*, are at the islands for us. As senior officer there, and with all confidence in your judgment and ability, the Department must rely upon you to do the best you can for the interests of the country with these vessels as with its interests generally, always keeping in view the importance of getting our supplies, particularly of small arms, and our Navy clothing, shoes, etc.

As you may entertain and consider the expediency of running your vessel to Galveston, it is proper to say that this is not deemed

necessary, such arrangements, as I am informed by the Secretary of the Treasury, being already made for the trans-Mississippi department as will secure such foreign supplies as may be required there.

Throughout your actions under these orders, you are requested to confer and consult with Lieutenant Commanding Wilkinson.

I am, respectfully, your ob't serv't,

S. R. MALLORY,
Secretary of the Navy.

Captain Maffitt writes:

The last order issued by the Navy Department, when all hope for the cause had departed, was for me to deliver the *Owl* to Frazier, Trenholm & Co., in Liverpool, which I accordingly did.

Among the few letters from Captain Maffitt while abroad, which have reached my hands, I copy the information given in those below, as they tell of the life in this trying period:

131 DUKE ST.,
LIVERPOOL, September 12, 1865.

MY DEAR COS: Many thanks for your kind letter. I cannot tell you how angered I was to hear of the infamous conduct of Sherman's army as they passed through Fayetteville—but it was in many places even worse than what you experienced.

Well, the war is over, and I am truly glad of it—though deeply depressed by the unexpected *total* failure. I hoped for at least success enough to give us the power of claiming just and liberal terms. As it is, we are entirely at the mercy of despotism of the meanest qualifications and sentiments the most base.

God help the South—for the people require His grace and divine assistance in this their time of sorrow and humiliation.

My stomach is as yet too delicate to take the nauseous dose, or "pardon-asking pill"—I must bide awee.

Until then I must try and make a support on this side of the Atlantic. To do that, I am now attending the Nautical school to prepare myself for an examination as a British captain. In the course of a month I expect to pass, and will then hope for a vessel after that. Eugene will go with me—he is a good boy and much esteemed over here. * * * Give my cordial regards to all friends—particularly thank Mr. Bow and Miss W. for their kindness to my children in the late trouble of invasion, etc.

I do not see my way clear as yet, so Eugene and I live quietly and economically. I go to school like a good boy and do not play by the wayside. * * *

God bless and protect you all. I have written before this to Florie and Mary—hope my letters have come safely to hand. Tell Florie not to give herself trouble about me. To Mr. Wright [the gentleman whom Florie afterward married], kind wishes. Florie can wed when she pleases. Kiss all for me.

Yours devotedly,
J. N. M.

P. S.—Mr. Rhind has written urging me to beg for pardon.

In his sketch of "The Life and Services of Raphael Semmes," published in *The South Atlantic* Magazine in 1877, Captain Maffitt quoted the following sentiment in regard to the action of Semmes, which must also have actuated him:

> "What I did, I did in honor,
> Led by the impartial conduct of my soul;
> And never shall you see that I will beg
> A ragged and forestall'd remission."

The next document was written by Hon. J. C. Breckinridge, late Secretary of War:

LIVERPOOL, August 31, 1865.

To the Marine Board of Examination:

Capt. J. N. Maffitt, of the late Confederate States Navy, who is about to appear before your board for examination, was for many years in the Navy of the United States; that in the Confederate service he commanded with success the *Savannah* and the *Florida*, and with like success the British steamers *Florie, Lilian,* and *Owl.*

I can also add that I have heard many officers of rank and experience speak of Captain Maffitt as possessing unsurpassed qualities as a seaman.

Respectfully,
J. C. BRECKINRIDGE,
Late Secretary of War.

This letter is stamped on the back, Queen's Hotel, Liverpool.

There are other letters of a like nature which I presume were duly presented to the board by Captain Maffitt. He said,

however, that the board, while obliged by law to go through the form of an examination before granting him a certificate, disclaimed the necessity for it in his case, and were very complimentary.

The next letter is from Gen. William C. Preston of Kentucky:

LIVERPOOL, September 28, 1865.

GENTLEMEN: I understand that Capt. J. N. Maffitt, late a commander in the Navy of the Confederate States of America, desires to appear before you for the purpose of obtaining a master's certificate. Captain Maffitt was in the Navy of the United States, where he bore a high character and was intrusted with the survey of the Southern coasts, in the performance of which duty he acquired distinction. At the outbreak of the civil war he disinterestedly adhered to the fortunes of the South, with which he was identified. By his daring and energy he destroyed so much of the commerce of the enemy that he is now proscribed and in exile, and his extraordinary success in our Navy and in forcing the blockade has given him a wide-spread reputation for courage and skill among the seamen of all nations. His present honorable poverty attests his probity.

I beg leave to commend to the favorable consideration of the Local Marine Board of Examination Captain Maffitt as an officer of distinction and a seaman of great skill and well-deserved reputation.

I have the honor to subscribe myself,

With respect, your ob't serv't,

WM. PRESTON.

To the Honorable

THE LOCAL BOARD OF EXAMINATION, LIVERPOOL.

ADELPHI HOTEL,

September 28.

On March 7, 1865, Captain Maffitt obtained command of the British merchant steamer "Widgeon," trading between Liverpool, Rio Janeiro, Buenos Ayres, and other South American ports. Only two letters written by Captain Maffitt during this period have reached my hands, and a letter from his daughter Florie, then Mrs. Wright, to her brother Eugene, which gives this information in regard to her father. Her letter is dated Wilmington, N. C., May 24, 1866. She writes:

I am so anxious to hear of your safe arrival in England, and that you will be able to tell me something of our precious father. On the tenth we received a few lines from him written in April. He was at St. Vincent, one of the Cape Verde Islands, and hoped soon to reach Rio. He said that he was well, but had had a *most* terrible time. "At one time," he said, "I believed that I had written you my last letter, but God in His mercy saved us." Do, my darling brother, find out about the ship if papa has not returned. My anxiety sometimes about him and you is intense. Oh! will the day ever come when our noble, precious father, and you, my dear brother, can in safety return to us.

This brother, who was a brave, generous and unselfish young man, started from England for the United States in the fall of 1864 or early in 1865, with young Mr. Jeff Howell, a relative of President Davis. They were both arrested on their arrival and imprisoned in Fort Warren, near Boston. Through the intercession of friends they were finally released. Letters from his sister to Eugene as late as December 28, 1865, are addressed "E. A. Maffitt, Prisoner of War, Fort Warren, Boston, Mass." The exact date of the release of these young men is not known, but a letter from his sister to him, dated May 24, 1866, on the eve of his departure for England, shows that he had been released before that time.

A letter written by Captain Maffitt to his family is before me. It is dated Str. *Widgeon,* Corrientes, Parana River, South America, January 6, 1867.

I have written you again and again, but have received no response. Mail communications between S. A. and the United States is of the most uncertain character, and I almost despair of your ever hearing from me, save through England, and I shall send this letter to Liverpool to be there remailed. When you answer address Capt. J. N. Maffitt, care of A. Benitas & Co., Buenos Ayres, S. A. Enclose to Mr. H. Lafone, No. 13 Tempest Hey St., Liverpool. Some days ago, Florie, I sent you $1,000 on London, which will bring much more in greenbacks. 'Tis my hard earnings, for I have to work with avidity, and next month I send $500 more. * * * I remain here because I make money for the support of my children, which I would not be permitted

to do in the U. S. I shall return as soon as my engagement terminates, and see what I can do for the recovery of my property. It would not be wise for me to give up a good position for the present, and I presume the ill-feeling at the North will fade in time. My health is good and I get on well. I see that my St. Paul's property has been taken and a Mrs. Williams has abused and lied about me to her full Yankee maliciousness. I gave my stateroom to her and treated her so well that she expressed much gratitude on leaving. Her character may be known from the fact that the captain of the *Jacob Bell* (Frisbie) and his wife had not spoken to her for 85 days. They said she was a d. l. I am anxious to hear from you all, and oh! so anxious to embrace you, my darlings.

The mosquitoes are so awful I can hardly write—sting, sting.

In my last I gave you an account of the great battle I witnessed at Itapeva, when the allied forces lost 9,600 men. I also told you that the *Widgeon* was chartered to the Government of Brazil and that I was engaged to transport corn, horses, provisions, soldiers, etc. Do not like the duty, but as it pays well and enables me to support my family, I must not complain.

My love to your husband, and say that I wrote him ten days ago and sent the letter to Rio, to be mailed by the American packet, but much fear that all my home letters have been thus lost.

In another letter he mentions that while conveying several hundred soldiers to the scene of action, smallpox broke out among them, and as the well refused to nurse the sick or bury the dead, that duty devolved upon him and a fearful time he had—"sickening to the last degree," he described it; and the soldiers were mutinous and without discipline.

CHAPTER XXVI

Captain Maffitt resigns the *Widgeon* and returns to the United States—Visits Brooklyn Navy Yard and is cordially received and entertained—Goes to Wilmington, N. C.—First meeting of the author with Captain Maffitt—He purchases a farm and calls it the "Moorings"—His son Eugene's marriage—I am invited to visit his step-daughter and accompany him to the "Moorings"—Overtaken by a storm, I am enveloped in cloak of historic fame—The inception of "Nautilus, or Cruising Under Canvas"—First chapter and dedication of the bantling—Its publication and its agents—Captain Joseph Fry and his sad fate—The *Cuba* or *Hornet* and its history—Captain Maffitt takes her to New York—Her legal status defined—Letter from the Cuban Junta—Mr. James Sprunt asked to act as executive and his contribution to naval history.

I here give a copy of a paper in my possession which fixes the date of Captain Maffitt's resignation of the *Widgeon,* a decision made at the earnest solicitation of his family.

Received from Captain J. N. Maffitt the Certificate of British Registry from L'pool dated the 7th March, 1865, with the Official Number of the ship 51,439, which was under his command up to the 27th March.

BUENOS AYRES, 27th March, 1867.

[SEAL] A. BENITES & CO.

His probation ended, he took steamer and landed in New York, his heart rejoicing in the hope of being soon reunited with his family.

Having occasion to see one of his old naval friends on business, he essayed calling on him at the Brooklyn Navy Yard. With anxious thoughts he landed, not knowing how he might be received; but while he was passing up the boardwalk to headquarters, some one came behind him, and clasping his hands over Captain Maffitt's eyes, exclaimed, "Ha! I have captured the pirate." Wheeling quickly, and doubting this manner of salutation, he was cordially greeted by one of his old friends, whose name my memory fails to recall. He was

carried in triumph to headquarters and all the officers within reach were summoned to welcome him, his friends even sending some distance to the hospital to bring Dr. Dean to his presence. The day was made a festal one in his behalf. He was incited to relate some of his war experiences, and it was late before they would release him. He parted from them, his heart warmed with affectionate appreciation of their cordial attentions.

Not being able to effect any restitution of his confiscated property, which amounted to $75,000, he turned his face southward and joined his daughter Florie, Mrs. J. G. Wright, at her home in Wilmington, North Carolina.

In the mean time, his son Eugene Maffitt, who had been living in Wilmington for some time, became engaged to my sister, Miss Kate Martin, and my first meeting with Captain Maffitt took place on the occasion of his first call on our family. Before his visit ended he requested me to sing for him, having heard from his daughter that I was a musician.

Soon after this Captain Maffitt purchased a farm of 212 acres, on the sound which washed the Wrightsville beach, near Wilmington. He named his home "The Moorings," and here he gathered once again his *lares et penates,* his family then consisting of his step-daughter, Miss Mary Read and his young son, Colden Rhind. His son Eugene Maffitt joined him in his enterprise for a while, and after Eugene's marriage to my sister, which took place in November, 1868, they returned from their honeymoon to live with his father.

On the 26th of January, 1869, at the invitation of his step-daughter, I accompanied Captain Maffitt on a visit to their home. The day was of very uncertain character, one moment threatening a downpour, the next cheering us with hopes of a clearing, and but for the fact of Captain Maffitt's having driven to the city, some eight miles, especially to escort me to "The Moorings," I might have yielded to the anxious fears of my mother and postponed my visit. As it was, we decided to hope for the best and brave the weather, so the butler was directed to

place my grip in the carriage, and my companion and I started. Our course, after leaving the city, lay through the forest on a country road, for not even the turnpike, which later graced this lovely part of the country, was then in existence. When some two miles from the city, the struggle between old Sol and the murky water-carriers which had been sweeping up from the ocean, ended in a sudden opening of the flood-gates of heaven and outpouring of torrents of rain, bravely seconded by furious gusts of wind. Although well protected by the curtains and laprobe, the wind blew some rain into the carriage. Being young and of cheerful disposition I made light of the storm and became even jubilant, when my companion remarked, "The reality is even worse than your mother feared. We must prepare for an immersion."

"Let it come. Do not imagine that you have a melting mate," I said.

Unfolding an antique blue cloak, without which he seldom traveled, Captain Maffitt proceeded to wrap it about me, remarking, "This will shield you, as it has me, in my wanderings over land and sea for many years."

"If its history were written," I replied, "no doubt much of romantic interest now buried in its silent folds would be rescued from oblivion."

With suddenly awakened reminiscences of the past marshaled before his mind's eye, he replied, "Your conjecture is true. If my old companion was endowed with intelligence and the power of utterance, it could unquestionably many a tale unfold of no ordinary interest. The Queen of Greece has been encircled with its protecting folds as now it shelters you. In Italy, Spain, France, and England, in Germany, in Palestine, and among the Pyramids, this dear old cloak has served me truly and ever proved a faithful friend."

"Then, sir, why not yourself become its historian?"

"I fear the task is beyond my ability. I am unused to literary pursuits."

"I have known you to delight an insatiate audience for hours with the recital of incidents of your nautical life. Write as you relate. Told in your natural style they will no doubt prove acceptable to a pleasure-seeking public."

"It's a novel idea; but," turning to me, "if *you* will be my amanuensis, I'll essay the task."

"If my ability be equal to your requirements, I'll accept the offer."

"Thanks. What title shall we give our bantling?"

After thinking a few moments, I suggested, "Oreto, or the Adventures of a Midshipman's Cloak," which he accepted, but which we afterward changed to "Nautilus, or Cruising Under Canvas."

On the morrow, after our noontide meal was over and I was seated in their cosy little sitting-room, to my utter surprise, Captain Maffitt entered, and laying some sheets of writing paper closely written upon, on the table at my side, said, "Here is the first chapter of our book. Read, and tell me what you think of its beginning. It is roughly sketched, but we can improve it."

Thus was inaugurated an association which drew us into frequent consultation and correspondence, and which culminated in marriage. Captain Maffitt at every spare moment in the early hours of the day, or late at night, would jot down facts, with pencil mostly, and either bring or send them to me for filling in or rearranging; and occasionally I would visit his family for special work. It was not until after our marriage that the following was added:

DEDICATION.

I affectionately inscribe
To the congenial spirit who, enjoying
The recital of my naval experience, incited
This essay at authorship,
My Wife.

The publishing house which undertook its publication was, unknown to us, on the brink of failure, and did not fulfil its contract, or supply the many orders which they received for "Nautilus," and the cost to us of its publication was very great because, against our wishes, it was gotten up in a most expensive style, and they had persuaded Captain Maffitt to have the book stereotyped, which cost us $1,000. After the first and second editions were exhausted, no more were printed, or have been, although we have had many demands for them, and numerous complimentary letters from old naval friends, who recognized the characters and events therein narrated. The book was most favorably and flatteringly spoken of by the press.

Since writing the above I have been put in possession of the letters and papers in regard to the publication of "Nautilus," and find that $600 was charged for the stereotype plates and the balance went to meet other expenses of its publication. I believe that the manager of this publishing house was too heavily handicapped by the condition of affairs to do justice to the work, but that his intentions were of the best.

Captain Maffitt had requested that some of his old naval friends be appointed agents for the sale of the book, and among these was the unfortunate Capt. Joseph Fry, who was shot by the Spaniards, after being captured in command of the *Virginius*. The last letter received from him was in acknowledgment of the receipt of a box containing copies of "Nautilus," which had been sent him to sell. Our next news of him was the knell of his tragic death.

In the fall of 1869, a year before our marriage, there appeared in the port of Wilmington the steamer *Hornet*, or *Cuba*. She had put in there for the purpose of coaling.

Mr. Sprunt has refreshed my memory with the following:

Your question as to the purpose of the steamer *Cuba* [in entering the port of Wilmington] is also interesting. I remember distinctly that she arrived on a Sunday morning, and that the only coal dealers of importance at that time were the Worths, and that

a messenger from the commander of the *Cuba*, who was a prominent Confederate (by the way, Captain Pegram, I think, was his name), came to Mr. David Worth, who sat in front of me in church, with the urgent request that he would have some coal delivered for the *Cuba* immediately, in order that she might get out of port. I remember, also, the great disgust and amazement of the commander and officers of the *Cuba* by Mr. Worth's reply, that he did not sell coal on Sunday, nor would he deliver any to the *Cuba* on that day.

The result of the delay enabled the United States Government to send the U. S. boat *Frolic*, which was formerly our Confederate blockade-runner *Advance*, and one or two other war ships to the Cape Fear bar to intercept the *Cuba* and prevent her escape to sea, which was accomplished after much protesting through the newspapers and at Washington by Captain Pegram, and the case went into the U. S. Court, the judgment being that the ship was to be disarmed at Wilmington, crew discharged, and the officers paroled, the United States not having recognized Cuba at that time as a belligerent.

A claim for the vessel was entered by the Cuban Junta, or some others representing that interest, and the notorious B. F. Butler was the counsel who succeeded in getting possession of the ship for them on the technicality, I think, that if there was no such thing as a Cuban Government there could not be any representation of the Cuban Government because it did not exist, and as certain Cubans made oath that the ship belonged to them, the United States had no right to withhold it. I am giving you these points from memory and would like to have them confirmed if you can use them.

From the files of the *New York Times* in the Astor Library I have copied the following in regard to the above:

[The *New York Times*, October 1, 1869.]

MOVEMENTS OF ALLEGED PRIVATEER "HORNET."

That the Cubans have a formidable privateer afloat in the vicinity of New York is not a new thing to the readers of the *Times*, who for the past few weeks have been well advised concerning the whereabouts and movements of that craft.

The first mention of this vessel the *Hornet*, or as she is designated by some, the *Prince Albert*, was made in the history of her detention by the United States authorities of Philadelphia a few

weeks ago. At that time she was suspected of being employed by the leaders of the Cuban Provisional Government in this country to take part in one of the many expeditions set on foot by them. She was released and notice of her sudden departure from the Quaker City on the night of the 20th of August, duly published a day or two later. Nothing was heard of her until the report of her seizure and examination by the British authorities in Halifax, which resulted favorably for her. A dispatch from Boston to the *Times,* dated September 18, revealed the startling intelligence that a strange iron-clad carrying eighteen steel guns and three hundred men had been seen at Martha's Vineyard, two miles from the land, taking supplies from a large schooner lying alongside. On Wednesday she was off the coast of Long Island. She called herself the *Prince Albert,* from Halifax to Bermuda. Her description, notwithstanding this change of name, proves her to be no other than the *Hornet.* She is a propeller of 1,800 tons register, has two smoke-stacks, is two-masted, brig-rigged forward, and is pierced for eighteen guns, two of which are said to be pivots of very heavy caliber.

She is evidently awaiting supplies. It is also known that her captain is an American who served during the Southern war, and that he is now in this city looking after the Spanish gunboats (being constructed in this country). She is at present commanded by her first lieutenant, who is directed by his superior. All the officers and crew are experienced seamen and gunners, most of them having served in our Navy and a few in the Southern. Spain is having constructed a flotilla of gunboats at the Delamater Iron Works on the Hudson and at Mystic. They are just the kind of vessels needed by the Cubans, and what more natural than that this well-armed, well-equipped steamer is only waiting to seize one as she leaves New York, before the crew are aware that they are on board a man-of-war and ought to make a fight for their vessel. A pilot who has communicated several times with her captain says the privateersman is a daring fellow, and is fully determined to have a certain Spanish gunboat which will leave this port in a few days. He expresses himself as perfectly assured of success in his attempt to capture this particular gunboat, inasmuch as the crew and commander assigned her are by no means fighting men nor are they sufficiently numerous to defend their charge against such a formidable antagonist as the *Hornet.*

THE STATUS OF THE "HORNET."

WASHINGTON, September 30.—The case of the alleged Cuban steamer *Hornet* is receiving the attention of the Government. If she is now afloat on the high seas with a Cuban flag or what purports to be one, she is nothing but a pirate and will be so regarded by our authorities. If she comes into one of our ports in such a character she will be seized, and I learn that the Treasury Department has already given orders to refuse her supplies. In Spanish eyes she is an American pirate because she originally cleared from an American port; but the facts in the case completely clear our Government from all responsibility. After her seizure at Philadelphia the evidence of her suspicious character was called for, but the United States Marshal was wholly unable to produce any proof of her alleged improper character. She then took a regular clearance for Halifax and proceeded to that port. Here she was libeled at the instance of the Spanish consul and subjected to a thorough judicial and actual examination, which resulted in her release, and she then proceeded to sea under a regular British clearance. Of her subsequent career nothing is known, as yet, and she has done no act which would warrant her seizure on the high seas by our naval forces. Nevertheless, if she flies the so-called Cuban colors she will fall a prey to our cruisers by the law of nations, as a piratical craft.

[*New York Times,* October 5, 1869.]

SEIZURE OF THE "HORNET" IN CAPE FEAR RIVER.—HER SUPPLY OF COAL EXHAUSTED.

WILMINGTON, N. C., October 4.—The privateer *Hornet,* alias *Cuba,* appeared off Smithville, Saturday evening, flying Cuban colors. It has been definitely ascertained that she has two hundred men and thirty officers on board; the majority of the latter being ex-Confederates. She anchored inside the bar, and sent her engineer and purser to this city to secure a supply of coal, that taken on board off New York not being adapted to quick movements. Suspicions being soon aroused, the officers, after engaging a supply of coal, returned to their vessel without making arrangements to get the coal on board. They left this city last night about 12 o'clock for Smithville, thirty-five miles below, in a small rowboat. Collector Rumley chartered the steam tug *Alpha* this morning at 4 o'clock, and having placed in the hands of a Deputy United States Marshal a warrant issued by a United States Commissioner,

placed him on board with a part of the Customs force, with orders to detain the privateer until further orders. Colonel Frank, commanding the United States troops at Post Smithville, is expected to cooperate with the Deputy Marshal if necessary.

WILMINGTON, N. C., October 4 [1869], evening.—The privateer *Hornet*, or *Cuba*, was seized by the Deputy United States Marshal at Smithville at 12 M. to-day and brought up and anchored a half a mile below the city this evening. A number of her officers are now in the city, and are positive that there is no pretext under which she can be detained by the authorities any longer than is necessary to have an investigation into her armament and crew.

The *Cuba* is a formidable vessel and is represented as having great speed. She is short of coal and provisions now and her machinery is considerably deranged. The following is a complete list of her officers: Commodore Edward Higgins, Commander; Thomas L. Darwin, Lieut. Commander; David A. Telfair, Navigating Officer, and Lieutenant C. W. Read, Lieutenant Dr. Fred J. McNulty, Surgeon; Eugene Valiente, Paymaster; Prentiss Ingraham, Captain of Marines and Private Secretary to the Commodore; Dr. E. W. Dubois, Assistant Surgeon. [I omit the others.]

THE LEGAL PROCEEDINGS AT WILMINGTON, N. C.

October 5.—This morning the case of the Cuban privateer *Hornet* was taken before Judge Allen Rutherford, United States Commissioner for the District of Cape Fear. Judge Person and Mr. French appeared for the Government, and George Davis and O. P. Meares for the defendants. The parties were arraigned on the charge that they did accept and exercise a commission to serve a foreign people in war, to wit: the people of Cuba against the people of Spain, a country with which the United States is at peace; and it did fit out and arm and procure to be fitted out and armed within the limits of the United States a certain ship or vessel called the *Cuba*, with the intent that said vessel shall be employed in the service of the people of Cuba to cruise and commit hostilities against the people of Spain, a country with which the United States are at peace; and did enlist and serve on board of said vessel with intent to cruise and commit hostilities against the people of Spain in violation of the statutes of the United States and of the Act of Congress of the 20th of April, 1818.

The Government not pressing the matter, the parties were not required to give bonds for their appearance at the time specified

but were placed in the custody of United States Marshal Neff, who released them on parole on their personal assurance that they would not leave.

Counsel for the Government made the point that the vessel had been fitted out in the United States as charged in the indictment, to cruise and commit hostilities; and to make it a *prima facie* case they asked for a continuance to allow time to secure the presence of witnesses from New York and Washington.

Counsel for the defense opposed the motion for continuance, contending that the United States had no right to hold them, as the vessel was commissioned by a regularly organized government, the Republic of Cuba; that the ship put in at Smithville in distress and it was contrary to the law of nations to detain her. Commissioner Rutherford decided it was a *prima facie* case and granted the Government until Monday the 11th inst. to produce witnesses.

[The *New York Times,* October 7.]

It is claimed by the Cubans that the steamer is neither a pirate nor a privateer and that she is not amenable to the laws of the United States. She was fitted out in a Canadian port and was purchased for the Cuban Government on the high seas; consequently, they argue, she has not violated any portion of the neutrality laws. She belongs to a government (Cuba) which has been regularly recognized by the Republics of Peru and Bolivia and which has received belligerent rights from the Republics of Mexico and Chili, consequently she cannot be treated as a mere adventurer under the national laws. It is believed under the circumstances that the Government will immediately release her and allow her to proceed on her course as soon as her true and legitimate character is established.

WASHINGTON, October 6.—The *Hornet* is now in possession of the Treasury Department, having been seized by officials of the Revenue Service, and will remain under the control of the Secretary until the courts shall have decided her legal status and the disposition to be made of her.

[The *New York Times,* October 9.]

THE PRIVATEER HORNET.

Last Thursday evening at a late hour the Navy Department at Washington telegraphed to the Commandant of the Brooklyn Navy Yard to immediately dispatch one of the fleetest war vessels at

hand to Wilmington, as it had been telegraphed here that it was the intention of the late *Lady Sterling, Hornet,* and more lately Cuban privateer *Cuba,* to secretly get up steam and give the slip to those in whose custody she had been placed. Her destination in all probability would be some Mexican port. It is stated that the real intention of the *Cuba* in coming into port was not as stated, on account of her being disabled and in want of coal, but in order that a test case might be made, Commander Higgins and her other officers preferring to be tried as pirates by the United States rather than by any European government.

The *Frolic* was immediately dispatched to find and guard her. A vessel was also dispatched from the Philadelphia Navy Yard the same night.

October 9.—The coal was removed from the steamer *Cuba* to-day. She had but ten tons on board, barely enough to steam eight hours, which is evidence that she came in in distress.

From the Columbia College Law Library I obtained the data given below:

Case No. 6705.

THE HORNET.

(2 Abb. U. S. 35; 11 Int. Rev. Rec. 6.)

DISTRICT COURT D, NORTH CAROLINA, 1870.

Scope of Judicial Powers; Questions as to the Existence of Foreign Government.

1. When a question arises in judicial proceedings relative to the existence or validity of an organization claiming to be the lawful government of a foreign country, the courts of the United States are bound by the decision of the executive power. Such a question is political and not judicial in its nature.

2. When a civil war is pending in a foreign country between a portion of the people who adhere to a long-established government, and another portion who assert a new government, the courts of the United States cannot recognize such new government, or admit it or its agents or representatives to a standing as parties in judicial proceedings, until the executive power has publicly recognized such executive power. Such a question is political, not judicial, in its nature.

APPLICATION TO INTERPOSE A CLAIM IN ADMIRALTY.—The steamer *Hornet* was seized upon a libel of information founded upon a charge of violating the neutrality laws. J. Morales Lemus, as agent of the so-called "Republic of Cuba," now applied to be allowed to intervene and interpose a claim and contest the suit. The only question now made was as to the propriety of allowing such agent to claim.

Brooks, District Judge. The question submitted to the court is—can this court recognize as existing, any government or organized body of people, or element known as the "Republic of Cuba," to the extent of allowing that as a body politic, or government, to come through an agent into court, and be admitted as claimant of the property libeled in this cause?

The capacity of this struggling element in Cuba, styling themselves the "Republic of Cuba," to take and hold property is not a question for consideration. But it is now simply for this court to declare to what extent it may properly go (if to any extent), in declaring how far any revolutionary element or people have succeeded in their efforts to separate and free themselves from any established and acknowledged government.

I feel that I have been aided materially in coming to a correct conclusion upon this question, by the very clear and able arguments of the counsel who addressed the court—both for the United States and for the individual who styles himself the "agent of the Republic of Cuba," yet I am embarrassed by the importance of this question, in its connection with this cause. Were I satisfied that my opinion would be revised by the Supreme Court and be by that body corrected if wrong, I would announce the conclusion to which I have come with less reluctance than I do.

It was contended by Mr. Phelps, the counsel who submitted the argument on the part of the United States, that this court would exceed its power in recognizing to any extent, or for any purpose, the existence of any mere revolutionary body such as that styling itself the "Republic of Cuba" in the absence of any act, resolution, proclamation of the legislative or executive department of our Government declaring or admitting to any extent, the existence of such a government. That there is no authority to show that such power was designed to be allowed the courts, or was ever exercised by the courts of the United States, but on the contrary there is abundant and conclusive authority—both of our circuit and Supreme Court—to show that they have not only declined to claim or exercise such power, but declared it to exist with and to have been exercised by the political departments of the govern-

ment alone; that a power or government must necessarily be recognized to have existence before they can be admitted as claimants to defend or be in any way heard in the court.

Other objections were urged by the counsel to the sufficiency of the evidence offered by J. Morales Lemus, to show that he was authorized to represent and claim for the Republic of Cuba. This like the question of title, the court regards as not now necessary to be considered.

I listened with care and much interest to the argument of the learned counsel who addressed the court in behalf of the party who asks to be admitted as agent, for the purpose of interposing a claim, and to the authorities read and commented upon by him. I have examined the authorities cited on both sides, and considered these authorities and the arguments with care, and have been forced to the conclusion that this question is with the United States, and I must so declare.

I confess to some degree of hesitancy in so declaring, because, partially considered, it may seem as if it recognized to some extent a right in the strong to deny justice to the weak. But, if anything should be yielded for such a consideration, it would be altogether unjustifiable on my part. Less defensible for me would such a course be for the reason that I entertain so clearly the opinion that courts have no right to consider any question of law submitted to them in a policy view. Courts should construe the law—ascertain and declare the law as it is, without reference to any opinion of the judge, as to what the law should be. Though no case parallel to this case has been cited, yet cases have been referred to and commented upon by the counsel for the Government, which in my opinion conclusively settles this question.

I will first refer to the case of the United States *v.* Palmer, 3 Wheat. (16 U. S.) 610. This was an indictment against the defendant and others under the Act of Congress, for robbery upon the high seas—in the Circuit Court for the District of Massachusetts. The judges were not agreed, and certified eleven questions for the opinion of the Supreme Court. That eminent judge, Chief Justice Marshall, delivered the opinion of the court. I will only refer to the remarks of the learned chief justice upon the tenth question so certified.

The question was certified in the following language, "Whether any colony, district, or people, who have revolted from their native allegiance, and have assumed upon themselves the exercise of independent and sovereign power, can be deemed in any court of the United States an independent or sovereign nation or govern-

ment, until they have been acknowledged as such by the government of the United States; and whether such acknowledgment can be proved in a court of the United States otherwise than by some act, resolution, or statute of Congress, or by some public proclamation or other public act of the executive authority of the United States, directly containing or announcing such acknowledgment, or by publicly receiving or acknowledging an ambassador or other public minister from such colony, district, or people, and whether such acknowledgment can be proved by mere inference from the private acts or private instructions of the executive of the United States, where no public acknowledgment has ever been made; and whether the courts of the States are bound judicially to take notice of the existing relations of the States as to foreign States and sovereignties, their colonies and dependencies."

That great judge and the Supreme Court declare as follows: "Those questions which respect the rights of a foreign empire, which asserts and is contending for its independence, and the conduct which must be observed by the courts of the Union toward the subjects of such sections of an empire who may be brought before the tribunals of this country are equally difficult and delicate. As it is understood that the construction which has been given to the acts of Congress will render a particular answer unnecessary, the court will only observe that such questions are generally rather political than legal in their character. They belong more properly to those who can declare what the law should be; who can place the nation in such a position with respect to foreign powers as to their judgment may seem wise; to whom are intrusted all its foreign relations; than to that tribunal whose power as well as duty is confined to the application of the rule which the legislature may prescribe for it. In such contests the nation may engage itself with one party or the other—may observe absolute neutrality—may recognize the new state absolutely; or may make a limited recognition of it. The proceedings in courts must depend so entirely on the course of the government that it is difficult to give a precise answer to questions which do not refer to a particular nation. This court is of opinion that when a civil war rages in a foreign nation—one part of which separates itself from the old established government—the courts of the Union must view such newly constituted government as it is viewed by the legislative and executive departments of the Government of the United States."

Then the same learned judge, in the case of *The Divina Pastora*, 4 Wheat. (17 U. S.) 52, decided at the next term of the Supreme

Court, says that "the decision at the last term in U. S. *v.* Palma (supra) establishes the principle that the Government of the Union having recognized the existence of a civil war between Spain and her colonies, but remaining neutral, the courts of the Union are bound to consider as lawful those acts which were authorized and which the new government in South America may direct against their enemy." Hence I conclude that for the reason that the Government of the United States had recognized the existence of a civil war between Spain and her colonies, the courts were forbidden to say that the act of capturing *The Divina Pastora* was unlawful. That the court could not say, after such an acknowledgment, if the capturing ship had come within the jurisdiction of the United States, that she was a piratical vessel, and treat her as such. That the effect of such acknowledgment was to accord to the war power belligerent rights, so far as the United States were concerned; one of which is to grant letters of marque and reprisal, one of the advantages arising from which (to such as act under them) is exemption from the penalty of piracy. This is but saying to such a people that we see and understand that you are struggling to separate from the mother country.

That whether a revolted colony is to be treated as a sovereign state, even *de facto,* is a political question and to be decided by the Government, and not the court, has been decided in effect in several other cases than those before mentioned, as in Kennett *v.* Chambers, 14 How. (55 U. S.) 38; Clark *v.* U. S. (Case No. 2838).

And in the great case of Luther *v.* Bonden, 7 How. (48 U. S.) 17, than in the argument of which the great American constitutional lawyer rarely if ever displayed more learning, the Supreme Court unmistakably declared, against the view urged by Mr. Webster, that the Federal courts have no jurisdiction of the question whether a government, organized in a state, is the duly constituted government in the state. That is a question which belongs to the political, not to the judicial power. In that case any disposition of that question could not have disturbed our relation with any established foreign power. No power with whom the United States was at peace or to whom our Government was solemnly pledged to a just and clearly prescribed course, as by our neutrality acts, could or would have complained of a contrary decision in that case—and still that was held not to be a question for the court.

How much the more reason in the conclusion to which our courts have come, and on which they have acted in relation to this sub-

ject, where even by possibility their action might involve our country in war with foreign powers. There are other cases to which I might refer establishing in my view this principle.

I do not deem it necessary to refer to the other cases cited by the counsel for the Government. It cannot be intended that such power should be vested in the courts. It would be a power dangerous to our Government to be so vested, and one which judges could not so well exercise as Congress or the Executive.

If the courts have the power to do any act which would in effect accord to this new government advantages, I do not see what limit there would be to the benefits which they might so confer, and the result might be that our nation would be involved in a war from the action of one judge, when the people and those who represent the people were disposed to peace.

If the courts, before the political departments had spoken, have the right to take one step in this direction, I do not see any limit to their power, short of declaring perfect freedom and independence. What act has been performed, what resolution, what declaration or proclamation has been made by Congress or the Executive, indicating an intention on their part to acknowledge at any time or to any extent the existence of the Republic of Cuba?

The court knows of no such act, and nothing of that character has been shown or alleged by counsel. Then this court cannot know of the existence of any such government. Such knowledge is essential to the admission of this agent, as claimant for his government.

My time for the examination of this question has not been so ample as I could have desired.

Application denied.

The case was then appealed to the Circuit Court, as the following will show:

[*The New York Times*, June 11, 1870.]

GEN. BUTLER'S CUBAN INVESTIGATION COMMITTEE ON CUBA—THE CASE OF THE "HORNET"—RELEASE OF THE VESSEL BY ORDER OF THE PRESIDENT.

WASHINGTON, June 12.—The Cuban privateer *Hornet* has been under seizure since last fall at Wilmington, N. C. Mr. Lemus, as Chargé of the Cuban Republic, appeared in the District Court of North Carolina in November last, and claimed the vessel as the

property of the Cuban Republic, but Judge Brooks decided the court could not take notice of the existence of the Republic of Cuba. An appeal was taken from this decision to the Circuit, but yesterday the President directed the release of the vessel and all the property seized to Mr. Fernando Marcias, the original purchaser of the vessel from the United States Government, requiring, however, bonds in the sum of $50,000 that the vessel shall not be used to commit hostilities against Spain, nor in any other way, in violation to the neutrality laws of the United States.

Gen. B. F. Butler and Hon. W. E. Chandler are the sureties upon the bond of Mr. Marcias. The vessel and other property restored are valued at about $100,000, and the decision of the President to release is the cause of great rejoicing among the friends of the Cuban patriots.

The next tells of Captain Maffitt's connection with the foregoing events, and is also taken from the columns of the *New York Times:*

CUBA.

THE "HORNET" ALLOWED TO PROCEED TO NEW YORK—AN EX-CONFEDERATE IN COMMAND.

WASHINGTON, June 21.—The Secretary of the Treasury has telegraphed to the Collector of Customs at Wilmington giving permission to the Cuban privateer *Hornet,* which was captured at that port, to proceed to New York.

WILMINGTON, N. C., June 21.—The guns, etc., have been replaced on the steamer *Cuba* (formerly the *Hornet*). It is thought she will leave here for New York, in a few days, under the charge of Capt. J. N. Maffitt, formerly commander of the Confederate cruiser *Florida.*

Just before the above date Captain Maffitt received a letter from J. W. Barron, in behalf of the Cuban Junta, containing the following paragraph:

"The Junta needs a report about the *Cuba* or *Hornet.* What is her present condition—is she seaworthy—what is her value (more or less)—what may be the necessary expenses to bring her to this port? And whatever other information that may be useful, about her. And I am desired by them to request you to examine her

and write to me fully about all these particulars—sending at the same time a note of your expenses, etc. Will you do me this favor?"

This letter is dated New York, June 4, 1870, Junta Central Republicana de Cuba and Puerto Rico, No. 71 Broadway.

Immediately the impression became general that Captain Maffitt intended to head an expedition in aid of Cuba, and many ardent spirits applied to him for permission to join him. He, however, assured me that such was not the case, but that he had agreed to take charge of the *Cuba* and convey her to New York and there deliver her to her owners—which he subsequently did.

During the war Captain Maffitt had formed a high opinion of the abilities of Mr. James Sprunt and had requested for him the position of purser of the *Lilian,* the blockade-runner which he at one time had commanded, resigning her to command the steam ram *Albemarle.* Mr. Sprunt remained with the *Lilian* as purser for three consecutive trips. When Captain Maffitt decided to take command of the *Cuba* he sent, through a mutual friend, a message to Mr. Sprunt requesting him to become his chief executive. Other business engagements compelled Mr. Sprunt to decline the position, but he appreciated the compliment, which his modesty caused him to feel was beyond his ability, and he has never wavered in his affectionate attentions to Captain Maffitt living and to keep alive his memory since his death. In "Regimental Histories," Vol. V, North Carolina, Mr. Sprunt has some very interesting and valuable papers well worth perusing as part of the history of the closing days of the Confederacy.

CHAPTER XXVII

Captain Maffitt marries—Visited by friends—Mr. David McRae—His letter of thanks and appreciation—His book and description of his visit to Captain Maffitt and the latter's career and conversation in regard to the late war—A coincidence.

Captain Maffitt and I were married November 23, 1870, at the home of my father, Mr. Alfred Martin, 412 Market street, Wilmington, North Carolina, by Rev. A. A. Watson, afterward Bishop of East Carolina. Our home was of course The Moorings. Many friends visited us at our simple home. Col. Duncan K. McRae and his accomplished wife were of these, and their reminiscent talks always delighted me. Friends from a distance frequently gathered at our table. Col. Edward Anderson, of Savannah, who had entered the old Navy with Captain Maffitt, was among these. Mr. David McRae of Scotland wrote the accompanying note in appreciation of his visit, which, however, took place prior to our marriage:

WILMINGTON, N. C., January 10, 1868.

MY DEAR SIR: How shall I thank you for all your kindness—the MS., notes, the sword, the notes of introduction, and the use of the album, which I now beg with many thanks to return to you.

The sword and the likeness I shall long treasure as memorials of your generosity, and the memorable courtesy with which I have been treated by yourself, your son, and other friends* in this hospitable city. I hope an opportunity may yet occur of indicating in a fuller manner my appreciation of this kindness. Believe me, dear sir, Yours with sincere respect,

DAVID MCRAE.

This gentleman was the author of a book narrating the incidents of his visit to America, and one of our daily papers copied this extract from it:

*Mr. James Sprunt, ever foremost in hospitality, was conspicuous among the latter.

CAPTAIN MAFFITT AND THE CONFEDERATE NAVY.

Amongst the many interesting men I met at Wilmington was the well-known Captain Maffitt, whose adventurous career upon the high seas as commander of the *Florida* excited so much attention at the time.

I had heard a good deal about Maffitt in the North, where he was regarded by many as perhaps the ablest naval officer who had lent his sword to the Confederacy. It was said by more than one that if he had stood by the North he would have been in Admiral Farragut's place to-day.

He held, however, strong Southern views, resigned his commission in the United States Navy, and, in 1862, took command of the *Florida* (then called the *Oreto*), and sailed from Nassau with twenty men all told, intending to make for some Confederate port where he could have the steamer equipped and invested with a proper nationality. Two days after leaving Nassau yellow fever broke out on board; twelve out of the twenty men died, and Maffitt himself was prostrated by the fearful plague and not expected to live. Nevertheless, he proceeded to Havana, and sailed thence for Mobile, where the *Florida* made her appearance on the 4th of September off Mobile bar. Here she was encountered by three Federal men-of-war, and was ordered to heave to. Maffitt, who (though scarcely able after the fever to support himself without assistance) had resumed command, paid no attention but held on his course. Immediately the squadron opened fire with deadly effect, shot after shot striking the ship, shattering her boats and damaging her hull, rigging and spars. Eleven men were wounded, and one man's head was torn off by an eleven-inch shell. Maffitt, however, held on, and to the amazement both of his pursuers and those who were watching from the shores conducted his command safely into port.

Before the *Florida* was equipped and again ready for sea, the Federal force outside had been increased from three to thirteen heavily armed steamers, and the commodore reported to the Government at Washington that there was nothing to fear, as the *Florida* was sealed up hermetically in Mobile Bay. Maffitt, however, was not a man to be easily intimidated. Early one morning he got up steam, moved out just before dawn, and was discovered steaming right through the formidable fleet that had been on the watch for him. Such a firing and racing and chasing ensued, as probably the Mexican Gulf had never seen before; but Maffitt

with his little *Florida* escaped, and was soon forth on his terrible career lighting up the ocean with the flames of captured and burning ships.

I found the Captain a cultivated and gentlemanly man, small sized and spare in figure, but with a fine cast head, a dark keen eye, a strong tuft of black whiskers on his chin, and firm little mouth, that seemed to express the energy and determination of his character. I remember very well his dignified appearance as he stepped about in his short military cloak, and with his keen and somewhat stern look. He was in reduced circumstances, having staked his whole fortune and position upon the lost cause; but like so many of his old military and naval associates, he was trying his hand at business, and striving to reconcile himself to the new order of things.

"But," said he, shaking his head ruefully, when conversing with me on this subject, "a man who has been brought up to the Navy is not fit for much else."

Speaking of the war, he said: "The Northern Navy contributed materially to the successful issue of the war. The grand mistake of the South was neglecting her Navy. All our army movements out West were baffled by the armed Federal steamers which swarmed on Western waters, and which our Government had provided nothing to meet. Before the capture of New Orleans, the South ought to have had a Navy strong enough to prevent the capture of that city, and hold firmly the Mississippi and its tributaries. This would have prevented many disastrous battles; it would have made Sherman's march through the country impossible; and Lee would still have been master of his lines. Yes, sir, the errors of our Government were numerous, but her neglect of the Navy proved irremediable and fatal.

"Nobody here," he continued, "would believe at first that a great war was before us. South Carolina seceded first, and improvised a navy consisting of two small tug-boats! North Carolina followed suit, and armed a tug and a small passenger boat! Georgia, Alabama, and Louisiana put in commission a handful of frail river boats that you could have knocked to pieces with a pistol-shot. That was our Navy! Then came Congress, and voted money to pay officers like myself who had resigned from the Federal Navy, but nothing to build or arm any ships for us to command!

"Of course it woke up by and by, and ordered vessels to be built here, there, and everywhere; but it was too late.

"And yet," said the Captain, with a momentary kindling of the eye as the thought of other days came back to him, "the Confederate Navy, minute though it was, won a place for itself in history. To the Confederates the credit belongs of testing in battle the invulnerability of ironclads and of revolutionizing the navies of the world. The *Merrimac* did that. And though we had but a handful of light cruisers, while the ocean swarmed with armed Federal vessels, we defied the Federal Navy and swept Northern commerce from the seas.

"If only," he added, "the old usage in regard to sea prizes in neutral ports had been still in vogue, we should have done more, and the pecuniary gain to the officers and men and to the Confederate Government would have been immense—but a Confederate cruiser out upon the ocean was a lonely knight-errant. Her nationality was unrecognized; her facilities for supply and repairs hampered by neutrality proclamations that affected only her. She had to do everything for herself, live upon the enemy, and contend friendless and alone against the world. Well, it is all over now."

A COINCIDENCE.

In New York I heard of an extraordinary coincidence which connects itself with Captain Maffitt.

A gentleman on his way, with his wife, from New York to some port in the Southern seas—I forget the name—was expressing to a friend his fervent hope that no "Confederate pirate" would catch sight of him. "Well," said his friend, "God help you if Semmes gets his clutches on you. But I'll tell you what I can do. I know Maffitt, and if you like I can give you a note of introduction to him. If you should fall foul of the *Florida* it may serve some purpose."

He wrote out a note more in fun than earnest and the gentleman, with a laugh, took it, put it in his pocket-book, and thought no more about it. It was on the tenth or eleventh day of the voyage that a suspicious-looking craft hove in sight, gave chase, and brought their ship to with a shot across her bows. It turned out to be the *Florida!* A boat came off, seized the ship, took off all on board, and set her on fire. When the gentleman found himself with his fellow-captives on the deck of the *Florida* he got out his note and presented it to Captain Maffitt. The Captain read it, laughed, shook the gentleman's hand, paid him

many kind attentions, and gave up his own cabin to him and his wife till an opportunity should occur of putting them ashore.

I asked Captain Maffitt himself if the story was true. He said it was, and that it was one of the most extraordinary coincidences he had ever known to occur.

CHAPTER XXVIII

Birth of his children and life at the "Moorings"—Captain Maffitt summoned as a witness in Court of Inquiry—Admiral Porter relates to him the true history of the sinking of the *Florida*—Report of Captain C. M. Morris of the seizure of the *Florida* by the U. S. S. *Wachusett*—Letter of Mr. de Videky—Report of Commander N. Collins of the attack upon the *Florida* and her seizure—Interview between Admiral Porter and Secretary Seward—Orders to sink the *Florida*—Protest of Brazil and answer of Mr. Seward—Trial and condemnation of Commander Collins—Secretary G. Welles disapproves the sentence—The *amende honorable* to the Brazilian flag.

Our union was blessed with three children—Mary Read, now Mrs. H. L. Borden, named for Captain Maffitt's step-daughter from our sincere affection for her; Clarence Dudley, our first son, named for my young brother who had died at the age of eighteen from a bayonet wound received in defense of the Southern cause, and Robert Strange.

Captain Maffitt was a most devoted husband and father, never happier than when, with his family gathered around him, he could show those little attentions so dear to the affectionate heart. The first apple or peach blossom, the first fruit of any description, was always plucked and brought to me, and he never ceased to render these evidences of thoughtful love.

Every Christmas the whole family spent several days with us, and all was gaiety and happiness, feasting and merriment.

My husband greatly enjoyed correspondence with his naval friends of other days, in all of which I participated. The Rev. Dr. Lambert of Boston, who had been chaplain on board several men-of-war on which Captain Maffitt had served while in the United States Navy, and Captain, afterward Admiral. A. C. Rhind, were among frequent correspondents, and his old friend and enemy Admiral G. H. Preble was the most constant.

When in 1862 Captain Preble announced to Admiral Farragut the pain and mortification he experienced at the

escape through his command of the "rebel" steamer *Florida,* owing, as he officially stated, "to her speed and the unparalleled audacity of her commander," the United States Government, irritated by the escape of the steamer, disregarded Captain Preble's earnest applications for a court martial, and with unjust haste summarily dismissed him from the Navy. In May, 1872, Captain Maffitt was summoned to Washington to testify in the Court of Inquiry in the case of Capt. George H. Preble, U. S. N., as a witness, and it was largely upon his testimony that Captain Preble was restored to his place and proper grade in the Navy.

While in Washington one evening at the house of Admiral Porter, or when he was present, Captain Maffitt asked Admiral Porter if he would mind giving him the true account of the sinking of the *Florida.* The Admiral answered, "Not at all," and gave him the true account, which I find among my husband's notes.

It will be recalled by those conversant with the history of those days that Captain Maffitt, having been compelled from ill health to ask to be relieved from command of the *Florida,* was first succeeded by Captain Barney, C. S. N., and he later by Capt. C. M. Morris, C. S. N. Cruising for some months after she left the port of Brest, France, and making many captures, the *Florida* entered the harbor of Bahia, Brazil, on the evening of October 4, 1864,—where already had been lying for some days the U. S. S. *Wachusett,*—for the purpose declared by her commander to the president of the province, "to supply herself with alimentary provisions and coal, and to repair some tubes of her machinery."

According to the report of Lieutenant Morris, C. S. Navy, late commanding C. S. S. *Florida,* of the seizure of that vessel by the U. S. S. *Wachusett,* the circumstances were as follows:

I arrived at this port on the 4th inst. at 9 P. M., to procure coal and provisions, and also to get some slight repairs, after a cruise

of sixty-one days. Just after anchoring a boat passing around us asked the name of our vessel, and upon receiving our reply stated that the boat was from H. B. M. S. *Curlew.*

Next morning I found that the U. S. S. *Wachusett* was at anchor near us, but no English steamer, so I at once concluded that the boat which hailed us the evening before was from the *W*[*achusett*]. We were visited on the morning of the 5th by a Brazilian officer, to whom I stated my wants, and was informed by him that he would report the same to the President, and that until his answer was received we could hold no communication with the shore. At noon I received a communication (which was left on board the *Florida*) from the President, stating that he was ready to receive me. At my interview he informed me that forty-eight hours would be allowed me to refit and repair, but that should his chief engineer, whom he would send on board to examine the machinery, deem the time too short, he would grant the necessary extension. He was most urgent in his request that I would strictly observe the laws of neutrality (implying by his manner, and in fact almost in as many words, that he had no fears on account of the United States steamer, but that I was the cause of uneasiness to him, lest I should attack the *Wachusett* in port), at the same time stating to me that he had received most solemn assurances from the U. S. consul that the United States steamer would do nothing while in port contrary to the laws of nations or of Brazil, and that he desired the same from me, which I unhesitatingly gave. The Brazilian Admiral, who was present at the interview, suggested that I had better move my vessel between his ship and the shore, as our proximity to the *Wachusett* might cause some difficulty. My assurances to the President seemed to set his mind at rest on the score of any collision between the two vessels, and upon leaving him I immediately repaired on board and moved the *Florida* close inshore to the position suggested by the Admiral. I found the Brazilian engineer on board, and was informed by him that it would require four days to repair the pipe of the condenser. Feeling now no apprehension of any difficulty occurring while in port, and wishing to gratify the crew with a short liberty, not only on the score of good conduct, but also of health, I determined to permit one watch at a time to go ashore for twelve hours, and sent the port watch off that afternoon. About 7.30 P. M. a boat came alongside stating that she was from the U. S. S. *Wachusett,* with the U. S. consul, who had an official communication for the commander of the *Florida.* The letter

with the card of the consul was handed to First Lieutenant Porter, who, after examining it and finding it directed to Captain Morris, sloop *Florida*, returned it unopened to the consul, stating that it was improperly addressed; that the vessel was the C. S. S. *Florida*, and that when the letter was so directed it would be received. The next day (6th) a Mr. de Videky came on board, having received a letter from the U. S. consul enclosing one for me. He requested me, before receiving my letter, to permit him to read the one sent to him. It was a request to Mr. de V. to carry a challenge to the commander of the *Florida*, and in case of its acceptance to offer his (the consul's) influence in having the repairs of the *Florida* speedily finished. I informed Mr. de V. that I had heard quite enough, and finding the letter for me still improperly addressed, declined receiving it, but at the same time said to him that I had come to Bahia for a special purpose, which being accomplished I would leave; that I would neither seek nor avoid a contest with the *Wachusett*, but should I encounter her outside of Brazilian waters, would use my utmost endeavors to destroy her. I enclose a letter, marked 1, since received from Mr. de Videky. That afternoon, the port watch having returned, I sent the starboard watch ashore on liberty, going also myself, in company with several of the officers.

At 3.30 A. M. on the 7th I was awakened by the proprietor of the hotel at which I was staying and told that there was some trouble on board the *Florida*, as he heard firing and cheering in the direction of the vessel, but on account of the darkness was unable to discern anything. I immediately hastened to the landing, and was informed by a Brazilian officer that the U. S. S. *Wachusett* had rammed and captured the *Florida* and was then towing her out of the harbor. I hurried off to the Admiral's vessel and was told by him that he was at once going in pursuit.

* * * * * * *

The above report is to Flag Officer Samuel Barron, C. S. Navy, Commanding C. S. Naval Forces in Europe.

The following letter from Mr. de Videky to Lieutenant Morris is of interest:

BAHIA, October 7, 1864.

DEAR SIR: I feel bound to address you after the fatal affair of last night has happened. When I accepted to go on board your vessel, I did so firmly believing that the mission I had to you was

meant honestly and in good faith. Had I only the slightest idea that the man who sent me to you on a mission, as I thought of honor, was at the same time meditating (as it appears now) such an infamous, blackguardly trick as he played, I certainly never should have accepted it. How could I think such villainy to be possible! Be sure that whenever I shall meet that faithless scoundrel who calls himself a consul of the United States of America, and goes by the name of Wilson, I will take my revenge, and treat him as he deserves it. I am very sorry for what has happened, and I am still more sorry for having accepted that mission of carrying a letter or verbal communication from him. My services are at your orders if you should require them. I am still in possession of his two letters, which I could not deliver to him, as I could not find him after I saw you. He has not got your answer at all, which proves still more that miserable and lawless trick must have been meditated before and at the same time when he pretended to offer a fair engagement outside the jurisdiction of the Government of the Brazils.

I am, dear sir, your very obedient servant,

L. DE VIDEKY.

C. M. MORRIS,
Officer in Navy of Confederate States of America.

From the report of Commander Collins, U. S. Navy, commanding U. S. S. *Wachusett,* to Hon. Gideon Welles, Secretary of the Navy, I obtain this:*

U. S. S. "WACHUSETT,"
ST. THOMAS, WEST INDIES, October 31, 1864.

SIR: The following is a detailed report of the capture of the rebel steamer *Florida* in the Bay of San Salvador, Brazil, by the officers and crew of this vessel without loss of life.

At three o'clock on the morning of October 7, 1864, the *Wachusett* [with an utter abnegation by her commander of his word of honor, for he was certainly bound by the solemn promise of the consul of his Government] slipped her cable and steered for the *Florida* about five-eighths of a mile distant. An unforeseen circumstance prevented us from striking her as intended. We, however, struck her on the starboard quarter, cutting down

*See Official Records of the Union and Confederate Navies, Series 1, V. 3, published by the U. S. Government.

her bulwarks and carrying away her mizzenmast and main yard. Immediately upon striking we backed off, believing she would sink from the effects of the blow.

In backing clear we received a few pistol shots from the *Florida* which were returned with a volley, and, contrary to my orders, two of my broadside guns were fired, when she surrendered.

In the absence of Captain Morris, who was on shore, Lieut. Thomas E. Porter, formerly of the U. S. Navy, came on board and surrendered the *Florida* with fifty-eight men and twelve officers, making at the same time an oral protest against the capture.

We took a hawser to the *Florida* and towed her to sea.

I regret, however, to state that they (the Brazilian authorities) fired three shotted guns at us while we were towing the *Florida* out.

After daylight a Brazilian sloop of war, in tow of a paddle gunboat, was discovered following us. With the aid of sail on both vessels we gradually increased our distance from them.

The *Florida* was towed to sea amid the execrations of the Brazilian forces—Army and Navy—who, taken by surprise, fired a few ineffectual shots at the infringer of the neutrality of the hospitable port of Bahia. The *Florida* was taken to Hampton Roads. Brazil instantly demanded the restoration of the *Florida* intact to her anchorage at Bahia.

Captain Maffitt wrote in regard to this:

Mr. Lincoln appeared exceedingly mortified and confused on receiving protests from the different representatives of the Courts of Europe denunciatory of this extraordinary breach of national neutrality. Mr. Seward, with his usual diplomatic insincerity and Machiavellian characteristics, prevaricated, while he plotted with a distinguished Admiral as to the most adroit method of disposing of this elephant. During an interview between Mr. Seward and Admiral Porter, the former exclaimed, "I wish she was at the bottom of the sea!" "Do you mean it?" exclaimed Porter. "I do, from my soul!" was the answer. "It shall be done," replied Porter. Admiral Porter placed an engineer in charge of the stolen steamer, his imperative instructions being, "Before midnight open the sea cock, and do not leave that engine-room until the water is up to your chin. At sunrise that rebel craft must be a thing of the past, resting on the bottom of the sea."

At daylight the *Florida* was no longer to be seen. *Rumors were incited*—an army transport had run unto her—an unknown leak had caused the sinking, etc., etc., but in naval circles foul play was openly asserted. Eventually the principal actor avowed the deed as instigated by the Secretary of State, to avoid the reparation demanded by Brazil and urged by the diplomatic representatives of Europe.

"To let loose this fearful scourge upon our commerce would be terrible—it must be avoided!" said the "higher law" Secretary.

"It shall be done!" said the naval commander. And it was done.

The following note is added to the above by my husband, who penned this whole narrative soon after his return home from Washington, and I have heard him relate the same:

NOTE.—Admiral Porter in 1872 thus explained to me the strange disappearance of the *Florida* and his participation in the plot, by which the United States Government was relieved from the necessity of restoring, intact, the *Florida* to her anchorage in Bahia.

From the "Official Records of the Union and Confederate Navies" I copy this protest:

IMPERIAL LEGATION OF BRAZIL,
WASHINGTON, December 12, 1864.

The undersigned, chargé d'affaires *ad interim* of his Majesty the Emperor of Brazil, has just received orders from his Government to address himself without delay to that of the United States of North America about an act of most transcendent gravity done on the morning of the 7th day of October last in the port of the capital of the province of Bahia by the war steamer *Wachusett*, belonging to the Navy of the Union, an act which involves a manifest violation of the territorial jurisdiction of the Empire and an offense to its honor and sovereignty.

On the 4th day of the month referred to there entered that port—where already had been lying for some days the *Wachusett*—the Confederate steamer *Florida*, for the purpose, declared by her commander to the President of the province, to supply herself with alimentary provisions and coal, and to repair some tubes to her machinery.

The President, proceeding in accordance with the policy of neutrality which the Empire resolved to adopt on the question in which unfortunately these States are involved, and in conformity with the instructions in this respect issued by the Imperial Government on the 23d of June of the year last past, assented to the application of the commander of the *Florida*, and fixed the term of forty-eight hours for taking in supplies, and fixing, in dependence on the final examination by the engineer of the arsenal, the determination of the residue of the time which, peradventure, should be deemed indispensable for the completion of the repairs.

The same authority at once took, with the greatest impartiality, all the measures necessary to avoid any conflict between the two hostile steamers.

The *Florida* was placed under cover of the batteries of the Brazilian corvette *D[oña] Januaria,* on the inshore side, at the request of her (the *Januaria's*) commander, who, reposing on the faith with which, without doubt, the chief authority of the province could not fail to inspire him, considered himself sheltered from any attack of his adversary, and in this confidence not only stayed a night on shore, but gave liberty to a great part of the crew of his vessel.

It behooves me to say that as soon as the Confederate steamer entered the port of Bahia the American consul, Wilson, addressed to the President a dispatch claiming that the *Florida* should not be admitted to free pratique, and that on the contrary she should be detained, alleging for this that that vessel had, in concert with the *Alabama,* violated the neutrality of the Empire by making captures in 1863 near the island of Fernando de Noronha.

Such exaggerated pretensions formed on facts not proven, which had already been the subject of discussion between the Imperial Government and the legation of the United States, could not be even listened to.

If the President should have refused the hospitality solicited by the commander of the *Florida* he would have infringed not only the duties of neutrality of the Empire, but also those of humanity, considering that that steamer, coming from Teneriffe, had been sixty-one days at sea, was unprovided with food, and with machinery in the worst condition.

Afterward, the President having stated to the same consul that he hoped from his honor and loyalty toward a friendly nation that he would settle with the commander of the *Wachusett* that he should respect the neutrality and sovereignty of the Empire, he was answered affirmatively, the consul pledging his word of honor.

Things were in this condition, the time of forty-eight hours being to expire at 1 o'clock of the afternoon of the 7th, when about dawn of that day, the commander of the steamer *Wachusett,* suddenly leaving her anchorage, passed through the Brazilian vessels of war and approached the *Florida.*

On passing across the bows of the Brazilian corvette *D[oña] Januaria* he was hailed from on board that he must anchor, but as he did not attend to this intimation, and continued to approach the *Florida,* at the same time firing a gun and some musketry, the commander of the naval division of the Empire stationed in those waters sent an officer to board the *Wachusett* and informed her commander that the ships of the division and the forts would open fire upon her if she should attack the *Florida.* The Brazilian officer was not allowed to make fast to the *Wachusett,* but the officer of the deck hailed him, saying in reply that he accepted the intimation given, that he would do nothing more, and that he was going to return to his anchorage. The commander of the Brazilian division then thought proper to ratify his intimation by firing a gun, upon which a complete silence followed between the two ships, *Wachusett* and *Florida.*

At the time this act was passing, the corvette *D[oña] Januaria,* on board which the commander of division had hoisted his flag, lay head to flood, the steamer *Florida* anchored *bb* [side by side] of her and quite close to the shore, and between her and the corvette the *Wachusett* stopped her wheels.

The commander of division then observing, notwithstanding the darkness of the night, that the *Wachusett,* from the position in which she was, kept moving onward and was passing ahead of the corvette, on a course *eb,* became convinced that in fact she was steering for her anchorage, thus complying with the promise made; but a few moments afterward, perceiving that the *Florida* was in motion, the commander discovered that the *Wachusett* was taking her off in tow by means of a long cable.

Surprised at such an extraordinary attempt, the commander immediately set about stopping this and redressing at the same time, as behooved him, the offense thus done to the dignity and sovereignty of the Empire. But availing himself of the darkness of the night, and of other circumstances, the commander of the *Wachusett* succeeded in carrying his prize over the bar and escaping the just punishment he deserves.

The consul, Wilson, preferred to abandon his post, withdrawing on board the *Wachusett.*

The Government of his Majesty, as soon as it had official information of the event, addressed to the legation of the United States at Rio de Janeiro a note, in which, giving a succinct exposition of the fact, it declared that it had no hesitation in believing it would hasten to give to it all proper assurances that the Government of the Union would attend to the just reclamation of the Empire as promptly and fully as the gravity of the case demanded.

In correspondence with the expectative note, the worthy representative of the United States was prompt in sending his reply in which he declares he is convinced that his Government will give to that of the Empire the reparation which is due to it.

Such are the facts to which the undersigned has received orders to call to the attention of the Hon. William H. Seward, Secretary of State of the United States.

The principles of international law which regulate this matter and in respect of which there is not the least divergence among the most distinguished publicists, are common and known to all. The undersigned would fail to recognize the high intelligence of the Hon. Mr. Seward if, perchance, he should enter in this respect into fuller developments.

He limits himself, then, only to recall a memorable example in which these principles, invariably sustained by the United States, had entire application.

In 1793 the great Washington, then being President of the United States, and the illustrious Jefferson, Secretary of State, the French frigate *L'Embuscade* captured the English ship *Grange* in Delaware Bay, thus violating the neutrality and the territorial sovereignty of the United States. The American Government remonstrated energetically against this violation, and required from the Government of the French Republic, not only the immediate delivery of the captured vessel, but also the complete liberation of all the persons found on board.

This reclamation was promptly satisfied. Much more grave, certainly, is the occurrence in the port of the province of Bahia, which makes the subject of the present note. By the special circumstances which preceded and attended it this act has no parallel in the annals of modern maritime wars.

The commander of the *Wachusett* not only gravely offended the territorial immunities of the Empire, passing beyond the laws of war by attacking treacherously during the night a defenseless ship, whose crew, much reduced because more than sixty men

were on shore with the commander, and several officers reposed, unwary, beneath the shadow of the protection which the neutrality of the Empire guaranteed to them.

And so open was the violation, so manifest the offense, that the enlightened American press was almost unanimous in condemnation of the inexcusable proceeding of Commander Collins.

On this occasion, reminding the United States, whose antecedents are well known and noted in history by the energetic defense of and respect for neutral rights, of these unshaken principles, the undersigned can not consider the event which occurred at Bahia otherwise than as the individual act of the commander of the *Wachusett,* not authorized or approved by his Government, and that it will consequently give to the Government of his Majesty the Emperor the explanations and reparation which, in conformity with international law, are due to a power which maintains friendly and pacific relations with the United States.

The just reclamation of the Imperial Government being thus presented, the undersigned awaits the reply of the Hon. Mr. Seward, and, fully confiding in his exalted wisdom and in the justice of the Government of the United States, he has not, even for a moment, doubted but that it will be as satisfactory as the incontestable right which aids the Empire and the vast gravity of the offense which was done to it may require.

The undersigned avails of this opportunity of having the honor to reiterate to the Hon. William H. Seward the protestations of his most distinguished consideration.

IGNACIO DE AVELLAR BARLOZA DA SILVA.

His Excellency Hon. WILLIAM H. SEWARD,
Secretary of State of the United States.

The answer to this is given below, taken from the same source as the above:

DEPARTMENT OF STATE,
WASHINGTON, December 26, 1864.

SIR: I have the honor to acknowledge the receipt of your note which sets forth the sentiments of the Imperial Government of Brazil concerning the capture of the *Florida* by the U. S. war steamer *Wachusett* in the port of Bahia. You will, of course, explain to your Government that, owing to an understanding between you and myself, your note, although it bears the date of the 12th of December, was not submitted to me until the 21st instant.

Jealousy of foreign intervention in every form and absolute nonintervention in the domestic affairs of foreign nations are cardinal principles in the policy of the United States. You have justly expected that the President would disavow and regret the proceedings at Bahia. He will suspend Captain Collins, and direct him to appear before a court-martial.

The consul at Bahia admits that he advised and incited the captain and was active in the proceedings. He will therefore be dismissed.

The flag of Brazil will receive from the United States Navy the honor customary in the intercourse of friendly maritime powers.

It is, however, not to be understood that this Government admits or gives credit to the charges of falsehood, treachery and deception, which you have brought against the captain and the consul. These charges are denied on the authority of the officers accused.

You will also be pleased to understand that the answer now given to your representation rests exclusively upon the ground that the capture of the *Florida* was unauthorized, unlawful, and indefensible exercise of the naval force of the United States within a foreign country in defiance of its established and duly recognized Government.

This Government disallows your assumption that the insurgents of this country are a lawful naval belligerent, and, on the contrary, it maintains that the imputation of that character by the Government of Brazil to insurgent citizens of the United States who have hitherto been, and who still are, destitute of naval forces, ports, and courts is an act of intervention in derogation of the law of nations, and unfriendly and wrongful, as it is manifestly injurious, to the United States.

So also the Government disallows your assumption that the *Florida* belonged to the aforementioned insurgents, and maintains, on the contrary, that the vessel, like the *Alabama,* was a pirate belonging to no nation or lawful belligerent, and therefore that the harboring and supplying of these piratical ships and their crews in Brazilian ports were wrongs and injuries for which Brazil justly owes reparation to the United States as ample as the reparation which she now receives from them. They hope and confidently expect this reciprocity in good time to restore the harmony and friendship which are so essential to the welfare and safety of the two countries.

In the position which I have thus assumed the Imperial Government will recognize an adherence to rights which have been constantly asserted and an enduring sense of injuries which have been the subject of earnest remonstrance by the United States during the last three years. The Government of Brazil is again informed that these positions of this Government are no longer deemed open to argument. It does not, however, belong to the captains of the ships of war of the United States or to the commanders of their armies or to their consuls residing in foreign ports, acting without the authority of Congress and without even executive direction, and choosing their own time, manner, and occasion, to assert the rights and redress the wrongs of the country. This power can be fully exercised only by the Government of the United States. As a member of the family of nations, the United States practice order, not anarchy, as they always prefer lawful proceedings to aggressive violence or retaliation. The United States are happy in being able to believe that Brazil entertains the same sentiments. The authorities at Bahia are understood to have unsuccessfully employed force to overcome the *Wachusett* and rescue the *Florida* and to have continued the chase of the offender beyond the waters of Brazil out upon the high seas. Thus in the affair at Bahia subordinate agents, without the knowledge of their respective Governments, mutually inaugurated an unauthorized, irregular, and unlawful war. In desisting from that war on her part and appealing to the Government for redress Brazil rightly appreciated the character of the United States and set an example worthy of emulation.

The disposition of the captured crew of the *Florida* is determined upon the principles which I have laid down. Although the crew are enemies of the United States, and as they contend, enemies of the human race, yet the offenders were, nevertheless, unlawfully brought into the custody of this Government, and therefore they could not lawfully be subjected here to the punishment which they have deserved. Nor could they, being enemies, be allowed to enjoy the protection of the United States. They will therefore be set at liberty to seek a refuge wheresoever they may find it, with the hazard of recapture when beyond the jurisdiction of this Government.

The *Florida* was brought into American waters and was anchored under naval surveillance and protection at Hampton

Roads. While awaiting the representation of the Brazilian Government, on the 28th of November she sunk, owing to a leak which could not be seasonably stopped. The leak was at first represented to have been caused, or at least increased, by a collision with a war transport. Orders were immediately given to ascertain the manner and circumstances of the occurrence. It seemed to affect the Army and Navy. A naval court of inquiry and also a military court of inquiry were charged with the investigation. The naval court has submitted its report, and a copy thereof is herewith communicated. The military court is yet engaged. So soon as its labors shall have ended the result will be made known to your Government. In the mean time, it is assumed that the loss of the *Florida* was a consequence of some unforeseen accident which casts no responsibility upon the United States.

I avail myself of this opportunity to renew to you, sir, the assurance of my high consideration.

WILLIAM H. SEWARD,
Secretary of State.

Commander Napoleon Collins, U. S. Navy, was tried by court-martial on the charge, Violating the territorial jurisdiction of a neutral government.

Specification.—In this, that on or about the seventh day of October, eighteen hundred and sixty-four, the said Commander Napoleon Collins, being then in command of the United States steamer *Wachusett,* in the Bay of San Salvador, Brazil, and manifestly within a marine league of the shore at the port of Bahia, in said Bay of San Salvador, did unlawfully attack and capture the steamer *Florida* and a portion of her officers and crew within the territorial jurisdiction of the Government of Brazil, then and now a neutral power.

GIDEON WELLES,
Secretary of the Navy.

* * * * * * *

And after full and mature deliberation in the premises the court doth find the specifications of the charge proved.

And the accused having pleaded guilty to the said charge, the court doth sentence the accused, the said Commander Napoleon

Collins, of the Navy of the United States, to be dismissed from the Navy of the United States of America.

L. M. GOLDSBOROUGH,
Rear-Admiral and Senior Member of the Court.
Commodore H. H. BELL,
Captain MELANCTON SMITH,
Captain P. DRAYTON,
Captain THORTON A. JENKINS,
Captain JAMES ALDEN,
Commander THOM. G. CORBIN.

Attest:

NATHAN WILSON,
Judge Advocate.

U. S. STEAMER "BALTIMORE,"
Washington Navy Yard, April 7, 1865.

NAVY DEPARTMENT, September 17, 1866.

SIR: The naval general court-martial before which you were tried at Washington, D. C., April 5, 1865, found you guilty of violating the territorial jurisdiction of a neutral government and sentenced you to be dismissed from the Navy of the United States of America.

The sentence of the court is not approved and you will await the further orders of the Department.

Very respectfully,

G. WELLES,
Secretary Navy.

Captain N. COLLINS, U. S. Navy,
Burlington, N. J.

No doubt all *brave* men in and out of the Navy wished Captain Collins joy of his seizure. Had he not been afraid to meet the *Florida* in fair fight at sea, he would never have resorted to his base action.

The *amende honorable,* or firing a salute of twenty-one guns to the Brazilian flag, did not take place until July 23, 1866.

CHAPTER XXIX

Captain Maffitt becomes a practical farmer—Literary evenings and pursuits —Sketch of Raphael Semmes and one of James W. Cooke, and other writings—Carolina Yacht Club—Third North Carolina Regiment Association—Capt. John M. Kell and Silas Bent—Letters from Captain Kell and Rev. T. R. Lambert—Also from Col. E. A. Anderson, Geo. W. Alexander, and Lieut. S. Graham Stone, an officer of the *Florida*—Letters from a young midshipman of the *Florida* and many from Admiral Preble—Death of Admiral Preble.

During his life at The Moorings Captain Maffitt became a practical farmer, and all the work of the farm was carried on under his superintendence, and flourished. A fine vineyard of grapes of different varieties claimed much attention, especially the scuppernong grape, which grew to great perfection. A fair orchard, also, yielded abundance of peaches, apples, figs and pears, while strawberries, blackberries, and raspberries grew in luxuriance, and my husband was almost as devoted to our flower garden and hot-house as I was, and constructed for me several arbors for climbing roses.

Our evenings were devoted to reading and literary pursuits. A sketch of Raphael Semmes was prepared for *The South Atlantic* Magazine by Captain Maffitt, also one of Captain James Wallace Cooke, C. S. N., who had commanded the Confederate ram *Albemarle* in the capture of Plymouth, N. C., and two articles for *The United Service* Magazine. He also dictated to me a story founded on the war of 1812, 1813 and 1814, in which he introduced a description of piracy in the West Indies furnished from his own experience while in command of the U. S. S. *Crusader,* before the war. This he never finished, but left several pages of notes.

He was never happier than when, the children asleep and all quiet for the evening, I could read aloud to him from some favored book, and often the wee sma' hours before dawn found

us thus engaged—he pleading for just one more chapter. Our friends, especially Admiral Preble, kept us supplied with the newspapers and magazines, and thus we were always in touch with the outside world.

In summer our home was always filled with guests, and bathing, boating, sailing and rowing, fishing, and the annual regatta of the Carolina Yacht Club furnished abundant recreation. Admiral A. C. Rhind and his two sisters spent a month at The Moorings, and we had the promise of a visit from Admiral Preble and his daughter Lily while they were touring the South, but they were called north from Savannah, and thus were we and they greatly disappointed in being deprived of this pleasantly anticipated reunion.

Captain Maffitt was early made an honorary member of the Third North Carolina Regiment of Infantry Association, founded February, 1866, and at one of their reunions by request he read his paper on Capt. James W. Cooke, which was afterward published in his "Reminiscences of the Confederate Navy."

Among the most valued of his old shipmates and naval friends were Capt. John McIntosh Kell and Mr. Silas Bent. Captain Kell and his wife had been peculiarly endeared by the circumstances of their close and intimate association of long years. They were most congenial correspondents, and Captain Kell having been Admiral Semmes's chief executive in both the *Sumter* and *Alabama,* there were grounds of common interest, and I have never found any bonds more close and abiding than those between old naval associates, "who," as my dear husband has expressed it, "in by-gone days had buffeted together in happy unity the storms of old Neptune and hardships of the sea. The grand and gallant old knights of the Navy who inaugurated its reputation and emblazoned its history with a halo of glory, left as an heirloom a chivalry of brotherhood that purified friendship and exalted its sentiments above the factions of life and storms of adversity."

CAPTAIN JOHN McINTOSH KELL

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One of Captain Kell's letters is now before me and I make some extracts from it:

SUNNYSIDE, January 29.

MY DEAR CAPTAIN: Your thrice-welcome letter, accompanying your handsome little volume the "Nautilus," together with your memorial address on the life and services of Captain James W. Cooke, came duly to hand; for all of which please accept many thanks. On your bantling "Nautilus" I will express no opinion as yet, further than saying, upon glancing over it, that Mrs. Kell suggested at once that it should be read aloud for our evening's entertainment. Like yourself my occupation has converted the sword into the ploughshare, and our quiet country life, during the winter months especially, is passed almost exclusively in our home circle, consisting of self, wife, and seven children, four girls and three boys. My oldest son, now 18 years of age, enjoys the evening reading with us. I construe your fairy bark "Nautilus" into the good old ship *Constitution,* but the *personnel,* further than Paul himself, I cannot decipher, as they figured a few years senior to myself; suffice it to say, it places the old Mediterranean cruises so familiar to my senses as almost to *rekindle the flame* of *love* and *admiration* for our Navy of the *olden time;* when *etiquette* and *honor, chivalry* and *daring* were the cords that bound us a brotherhood of officers daring all for their country and their flag—alas how changed!

How truly happy the influence of your esteemed wife in touching your pen with the fire of poetry and romance while narrating the incidents of a cruise, ever famous in our olden time, "the Mediterranean"; please present our household thanks for the inspiration, with my most sincere wish that the "call for more" from your pen may be responded to, yielding an hundred-fold to your material wealth, for these days of impecuniosity bear hard upon the energies, and farm life, as you justly say, does not accord with the pursuit of literature.

I remain very sincerely, your friend,

JOHN MCINTOSH KELL.

In another letter Captain Kell writes:

I have been looking anxiously since the death of our great Admiral for a biographical sketch from some able pen to do him justice and I thank you for that writing, for my pen was not equal

to the task; while yours has delineated his eventful career and character of adamant with that bold and graphic touch that ages cannot obliterate. Your sketch will be embodied in coming history when our Confederate cause will receive its just reward and her heroes be wreathed with the laurels they have so nobly won. Your mention of the last hours of our famous *Alabama* to the closing scene when "gently, calmly, this chivalric King of the sea surrendered to the great conqueror—King Death," is highly gratifying to me. I cannot close without informing you of the great admiration he had for you. I can picture now his smile (he never laughed) which lit up every feature when narrating your deeds; especially your entrance and exit from Mobile Bay in the *Plorida.*

Another friend, the Rev. Thomas R. Lambert, wrote us frequently and was a valued correspondent and friend until his death. The following is from his pen:

BOSTON, THE OXFORD,
April 14, 1884.

MY OLD FRIEND: I can't tell you how much I have enjoyed "Nautilus," loaned to me by Preble. It brings the characters right before me—Griffin, Lewis, Anderson, etc.

I wonder why it is that I have never met with it before. I take it to bed with me nights when I can't sleep. Old Hillary is admirably drawn. I have told the story of the court and the stealing of the dough (duff) a hundred times, but I thought it occurred on board the *United States.* "Mr. 'Chinny,' I did not take it," touching his hat. "I'll Chinny you, sir." Another, "I didn't do it." "Stand up there. Go on, boatswain's mate." The scene as you have told it is perfectly splendid. I wish you could get out another edition, and with the fame attached to its author, I believe it would sell like wild fire. Preble comes to see me quite often and last Saturday we went to our Art Museum, trotting about as we used to do in Florence, Naples, and Rome, and fancying ourselves young again. I wish I was keeping house that I might have a visit from you. Preble is living very nicely and has a lovely house only five minutes' ride on the cars from the Oxford. Suppose you come on this summer, and we will renew our youth and spin yarns. Do you remember doing the agreeable at a

wedding in my room in New Bedford? I have laughed over it often. Remember me most kindly to your family.

Very aff., your old shipmate,

THOMAS R. LAMBERT.

The following is an extract from a letter written by Col. E. C. Anderson of Savannah, Georgia. He and Captain Maffitt entered the United States Navy at the same time, and they were ever warm friends.

SAVANNAH, December 9, 1870.

DEAR JOHN: Yours of the 28th ult. came duly to hand, and shortly afterward I received a small package of wedding cake, for both of which accept my thanks. It is needless for me to repeat again the wish that you may have a smooth passage for the remainder of your days, nor to bid you God-speed in the face of storms and hurricanes which blow down fences in people's honeymoons.

From conversations held with navy men I was impressed with the idea that the new system at Annapolis does not turn out very good seamen, though the system of mental culture is certainly very far in advance of anything we had in our time. I spent a night and part of a day at the Academy with John Worden—and envied the young men the advantages of education which the Government now furnishes. Our old ship the *Constitution* was moored alongside the dock, looking so like herself in other years that I could not realize the wide gap of interval that yawned between the periods, and when I went on board and walked upon her gun-deck, my heart swelled with emotions which I could hardly control. The surroundings were very nearly the same as when day after day and month after month I used to tramp in my young manhood over her decks as master's mate of the same. How my thoughts came gushing up, calling back scenes and incidents that had almost passed from memory. I strolled off alone for a moment to keep down the tears, which in spite of myself I found were rising from my heart to my eyes, and I would have given worlds, almost, just to have been left to myself for an hour to think over the past and to reflect upon the changes which the long years that were dead and gone had brought about. I don't know when I have been so saddened as that brief visit made me.

If the spirits of the dead and the living can wander unknowingly to us, many an old friend must have been beside me then.

* * * * * * *

E. C. A.

Colonel Anderson in the above refers to the three years' cruise in the old frigate *Constitution,* related in "Nautilus," which he made with Captain Maffitt when they were midshipmen, and later he as acting master's mate. He was one of the characters in "Nautilus."

As an expression of the good will which all of his old shipmates ever bore my husband I give a few more excerpts. The next is from George W. Alexander.

BALTIMORE, April 25, 1883.

Com. J. N. MAFFITT.

DEAR SIR: Memory is too active to permit me to be silent, and to no scene does memory carry me when I had more enjoyment than to old Pensacola, the *Crusader* and yourself—and whenever I think I can ripple your face into a smile of pleasure I take pleasure in doing it.

I received the enclosed this A. M., and I know 'twill do you good to hear from one who loves you so well. He would so often talk about you and the old play, "Stewart's Triumph." I remember old Rictings as well as if it was but last night I saw him in the character of the Commodore—those happy days, those happy days.

I had a letter from Waddell last week; he is doing well. I sent him your "peanut" letter and he enjoyed it. I have laughed over it many times. If you come this way I have a first-rate room for you in a sweet home, and Susie [his wife] and I would just be too delighted to try and make you happy while you tarried, and I have a first-rate horse.

God bless you, sir, and may we all meet on the quarter-deck above—eternal in the heavens—when the Great Captain shall throw to the breeze 131—with our distinguishing pennant above it.

Yrs. truly,

GEO. W. ALEXANDER.

I play the "Crusader Waltz" on the old violin almost every day for Susie.

The next letter is from Lieut. S. Graham Stone, whose appointment to the *Florida* as second lieutenant was requested

by Captain Maffitt after his entrance into Mobile Bay, 1862, and with whom he was so favorably impressed. Captain Maffitt had written to him for some data to refresh his own memory in regard to their cruises in the *Florida,* and this is his answer. It gives a graphic picture of life in Mobile, Alabama, immediately after the war, and the reawakening of its charming people.

MOBILE, April 22, 1872.

Capt. J. N. MAFFITT.

SIR: Your letter and enclosed receipt came to hand in due time, also the book returned. I can probably answer most of your inquiries quite fully by reference to my private journal, and as soon as I can get hold of it, will take great pleasure in doing so. Mobile is still the hospitable Mobile of "Lang Syne," and growing perhaps a little better in that respect. For some time after the surrender it seemed that all the people hunted up case-hardened shells and occupied themselves reaching out, grabbing everything in sight to make themselves comfortable in their retreats. They have begun to creep out and feel kindly toward their neighbors and to acknowledge, in practice at any rate, such things as social links that bind very pleasantly.

I have heard frequent inquiries after you, as to your whereabouts, prospects in life, etc., all showing that you are by no means forgotten, as many others are, that were once among the observed during the season of war's alarms. At this time of the year I am overwhelmed with business, and can snatch an hour only here and there for recreation and enjoyment, but I am hoping it will not be so very long. Believe me, I will do all in my power to assist you. Your "Nautilus"—or rather a copy that I own—has been under way for six weeks from the hands of one friend to another, and all those that I have heard from were delighted. The flogging of the twenty-four witnesses, the "barrel of soft soap" exploit, and the story of the "Cuban Belle," all "bring down the house," and the "Indian Dance" in Portugal would call the author to the foot-lights could he be reached. To-day is Monday and one of my busiest of days, so with an *au revoir sans adieu,*

I am yours,

S. GRAHAM STONE.

Among the young and ardent spirits that composed the personnel of the *Florida* was a young man by the name of St.

Clair, spelled Sinclair in Confederate Naval War Records. One day in the year 1875 a newspaper, the *Jefferson City Tribune,* reached us, containing an article entitled "Running the Blockade," and signed "T." The article gave a very fine description of the escape of the *Florida* from Mobile Bay, and Captain Maffitt addressed a letter to the paper asking the name of the writer, when shortly afterward he received the following answer, adding another to the many interesting incidents of the *Florida's* cruises:

JEFFERSON CITY, MO., January 27, 1875.

Capt. J. N. MAFFITT,
Wilmington, N. C.

DEAR SIR: Your letter to the *Jefferson City Tribune* is before me. I take great pleasure in answering it personally. I am glad that you consider the article signed "T," entitled "Running the Blockade," as a correct and truthful one. I wrote it entirely from memory, as I destroyed my journal at the time of our capture in the neutral port of Bahia, Brazil. You may not recognize the signature at the bottom of this, and for this reason: when I entered the service, knowing that a life of adventure was before me, and possessed with a boyish freak, such as boys only have, I took a different name from my own—the name of *George St. Clair,* and as such you knew me—the Surgeon's steward of the vessel. I presume you will remember me. The war over, of course I dropped my *nom de guerre,* and hence address you over the name that properly belongs to me. I received my final discharge from the service in Liverpool, April, 1865, and went thence to Mexico. There I took service under Maximillian, and when the flag of the Empire went down in defeat, I came home, graduated at the Louisville Law School, but never practiced. I started once to join the Cubans, and missed being on the *Virginius* simply by being a little too late. For the past two years I have been on the *Tribune* as editor and assistant editor. It is my brother-in-law's paper and he is State printer. So much for personal history, which however can hardly interest you.

As stated before, the sketch about which you inquire was written entirely from memory. I have no data whatever, save a very good recollection. All of the earlier incidents of the cruise I can recall with accuracy. I can recognize a misstatement, though probably not able at first to recall the facts of my own

volition. During my connection with the press I have felt myself called upon frequently, over the signature of "T," to correct many misrepresentations concerning our little vessel that crop out in Northern papers. I send you one to-day, and trust it is correct. I may be astray a day or two as to the exact date we went into Havana, but the *facts* are there and just as I have stated them, I think.

I have always felt sore over the fact that we were so completely overslaughed by the exploits of another vessel, and I am determined on every occasion where I see an opening, to write up the doings of the *Florida,* and, in my humble way, endeavor to give her the prominence she so justly deserves in driving Federal commerce from the seas.

Counting the exploits of Read, and his nineteen men, I think that with what was accomplished by the *Florida* herself, we fairly and honestly eclipsed the vaunted exploits of another vessel which shall be nameless, but which some people seem to think was the only cruiser the Confederacy had on the high seas. There are many things I would like to write up, notably our encounter with the *Ericsson.* A very one-sided and malicious account of this brush appeared in a New York paper some years ago, and while I could simply brand the statement as false in general terms, the minor particulars had passed from my mind, and I was not able to give such an account as I should wish. I recollect that the Yankee scribbler accused us of firing while the English flag was still flying—this you know to be untrue. I intend as occasion and opportunity serves to write different sketches from memory of our cruises. I may miss date and latitude a little, but the *facts* will be there and I intend to adhere to them.

* * * * * * *

Captain, I would be more than proud to hear from you. A letter over your own signature would be cherished by me so long as I live. My father is a Tennesseean and knew your father personally and well. He has often spoken of him to me, even before I met you on the *Florida.* I knew my station too well to speak to you then, occupying the subordinate position I did, but now that the war is over, I trust I may write you, knowing that should we ever meet it will be as *shipmates.* I would like to hear from you, and if my *memory* as to the incidents of our cruise, can be of service to you, you are welcome to it. Command me when you will—it is all I have to offer. Please address me care of *Tribune* office.

Very truly your friend,

TENNIE MATHEWS, JR.

In another letter this gentleman writes:

DEAR CAPTAIN: I don't know that ever in my life was I more rejoiced than on yesterday, when I received your letter and accompanying documents. * * *

I intend to commence on a sketch of the *Jacob Bell* affair, and if I fail to polish off that ungrateful spit-fire [Mrs. Williams] it will not be for want of a determined purpose. I am glad you sent me her book. Mrs. Williams's vile statements about us I have copied and will score her heavy and send the MS. to you for revision. I wish very much to print in the *Tribune* two or three sketches from your "Lecture on Blockade Running," and as I would preface the sketches with a brief notice of you, how long were you in the old Navy? And are not your charts of the Bahama Banks now used by the English and American ships? I wish it was possible that I could visit you at Wilmington, and we in conjunction (I as your amanuensis while you dictated) could write the history of the little craft we all loved so well. I will copy from Preble's Court of Inquiry and Mrs. Williams's lying narrative the salient points and return both books to you in a few days. The Congressman from our district has forwarded me two or three very interesting documents from Washington bearing on the *Alabama* Claims question, and I find almost the complete history of the *Florida* from the time she was launched to the time you took charge of her in Nassau. I have the American and English sides of the case as presented to the Geneva Conference. When I compare the two and write, I propose to give the Confederate side. I trust you will be pleased with the "Reminiscence." Please give me your opinion.

I am tied down to journalism for the centennial campaign and we expect lively times in Missouri.

The next are from Rear-Admiral George H. Preble. He was the most constant and regular correspondent up to the day of his death.

BOSTON NAVY YARD,
June 27, 1867.

DEAR MAFFITT: I would have acknowledged yours of the 11th sooner had not duty on board and the President's visit added to my regular duties kept me very busy.

I cannot tell you how much I was gratified at receiving your letter—the tone of which was so pleasing, as its statements are

valuable. I should like to obtain a copy of the letter you addressed so long ago to Mr. Wilson of New York, and if you will give me his address I will write for it, or you might write to him to send it to me. I imagine he thought I would make some public use of it, and he did not, at the time of its receipt, like to acknowledge that he was in correspondence with such an arch "rebel" as you were.

You have this in your favor, that every one captured by you spoke of your gentlemanly conduct toward them—and one captain whose name I forget, said to me, "Since I had to be captured it was a pleasure to be captured by so gentlemanly a fellow."

I suppose you know that I saw the *Florida* again at Madeira when Morris had her, and followed her to Teneriffe in the old *St. Louis*. If he had chosen he could have caught me in a calm and stood off his own distance and made a target of the old barkie, but I was prepared to point a gun down the main hatch and so sink her, rather than that she should be a trophy for a *"rebel."*

I am sorry to hear of the death of Laurens, whom I esteemed from my association with him in 1843 to 1845 on board the *St. Louis*.

I was glad to hear of Ned Anderson from you and of his being mayor of Savannah. The bells must have rung for him as they did for Whitington, "Turn Whitington, *thrice* Lord Mayor of London." This I believe is the third time that Ned has been mayor of Savannah—and was he not the military governor there when I was doing all I could with a naval brigade under Foster's division in South Carolina, to assist Sherman to take it from him? When you write give my continued regards.

I hope with slavery abolished, that ere long our great and glorious country, a free and independent people, will be united as it never has been before and so continue to the end of all time. Excuse this hurried note, but I felt I ought not to longer delay my thanks for yours. Truly your friend,

PREBLE.

On May 3, 1868, Admiral Preble wrote:

I am, my dear fellow, as alive to the misfortunes of the South as you are. I would educate the negro to his highest capacity and get the most out of him. If after education and discipline he is superior to the white race, why then *we* must take back seats. If, as I think, he should prove inferior, then he would fall naturally into the place God intended him to fill. He should not have rights

or place in advance of intelligence and education. They should both go together. I do not think the wisest course has been pursued in reconstruction, but hope to see the States received and represented on some basis, or any basis, without delay. Time will smooth away all difficulties and the Nation must live as a Nation and fulfil its glorious destiny. I believe after all the present fluctuations of society and property are settled, as they will be eventually, however delayed by opposing political or social interests, that the South has a prosperous future before it—and that the unity of interests between the New England and Southern States will bind them in prosperous intercourse against the all-absorbing West. The Southern States with rivers, fine harbors, and position, from being agricultural, must become commercial and manufactural.

October 10, 1871, Admiral Preble writes:

MY DEAR MAFFITT: Yours of the 6th, with a drawing of the North Carolina flag* of 1861, came this morning, and this afternoon's mail brought me "Nautilus," which I have only had time to glance over and see that you revive in it your cruise under old Bruin in the *Constitution,* and return home in the *Shark.* I shall read it with interest, but must ask you for a key to the *dramatis personae,* some of whom I recognize under their *noms de plume,* but others I do not.

From the Naval Rendezvous, Boston Navy Yard, November 20, 1871, Admiral Preble again writes:

Your "Nautilus" passed through the hands of all my family—wife, daughter, and son—and all enjoyed it and laughed at its funny stories. I have loaned the book to Stedman, who has it now. I thought he would recognize persons and events. The book has not been advertised in *Boston* and I have only seen *one* copy in one of our bookstores, and it has not been placed in any of the circulating libraries. Your publisher ought to look to this.

From the Commandant's Office, U. S. Navy Yard, Philadelphia, August, 1875, he writes:

*For his book, "History of the American Flag."

You have doubtless heard of the sad loss I have experienced and have readily excused my not acknowledging sooner your letter of the 20th of June. The loss of my friend of 40 and companion of 30 years, you can understand what it is to me. * * * *

The Centennial will be a busy time here, and I shall expect to see you some time during the year. These remembrances of the Revolutionary times are doing good work in restoring a wholesome pride in the Union, both North and South. The celebration in Boston on the 17th of June did more to efface sectional bitterness than anything since the late "unpleasantness," and checked the scheming of many politicians.

It is proposed to sell this yard immediately and move everything to League Island. With that view the *Constitution* is being repaired and the other ships on the stocks being completed for launching. As there are and will be no quarters at League Island, I propose having the main deck cabin of the old *Constitution* fitted up for my accommodation during the Centennial.

From Cottage Farms, October, 1878, he writes:

I am happy to have landed on the retired list in such pleasant quarters as these I now occupy—where I shall always be ready to welcome my friends. You know what a Southern welcome is and means—and I hold that a New England welcome is synonymous. When your crop is gathered you must come on here with Mrs. Maffitt to make your welcome surer and give us a little visit.

Again from Cottage Farms, in May, 1880, he writes:

MY DEAR MAFFITT: On my return from Philadelphia I found your long and interesting letter of the 11th ult. I thought that missionary woman's [Mrs. Williams] book would rile you up and stir your blood as it did, for *pirates* are not insensible—witness "The Pirates Of Penzance" now in all our theatres. Of course I understood the whole matter—while you were willing to except personal baggage and effects from confiscation, you did not design that all the curios of China should be exempt, and hence the woman's wrath at your spoils of war.

On February 16, 1882, he writes:

I read your paper on Blockade-Running, in *The United Service* Magazine for May with great interest, and my son pronounces it

"first rate." I think you did justice to me and to yourself in your description of the *Florida* in and out of Mobile Bay. * * *

The officer who interrupted the spread on board that unfortunate blockade-runner at Wilmington was Wm. B. Cushing. He told me the story in Washington very much as you have narrated it.

And in November, 1882, he writes:

I have recently received letters and photographs from Sir Provo Wallis, who is the sole survivor of the *Shannon* in her action with the *Chesapeake,* 70 years ago next June. He commanded both ships after the action and took them into Halifax, his native town, and is now an Admiral of the "Fleet" and ninety-two years old. His photograph shows him to be still an erect and handsome man and his handwriting has no tremor in it.

I have also had a call from an old sailor, the last survivor of the *Chesapeake,* who is now ninety-three years old. He was married two years ago to a girl of nineteen, but they separated in a few weeks, and he is now, in addition to his pension of six dollars a month, earning his living by peddling his own photograph, almanacs, and other small wares. He wrote his autograph in my presence without the use of glasses.

You ought to visit Boston before you die—unless you could see the change and the beautiful public and private buildings that have gone up and the broad avenues that cross, where, as you remember Boston, there was only water—you would be astonished at the transformation into the most beautiful city on this continent.

Very truly your friend,

PREBLE.

One more from this faithful friend, who never ceased his attentions in the way of letters, papers, books, etc., as long as life lasted. The next is to myself.

BROOKLINE, MASS.,
January 25, 1885.

MRS. J. N. MAFFITT.

MY DEAR MADAM: I was very sorry to learn, as I did through your letter of the 5th inst., of my friend, your husband's, sudden and alarming illness on Christmas, which I am anxious to learn he is now well over, and that Richard, or, rather, "boy John," as

Ned Anderson calls him, is himself again. Immediately after receiving your letter I took it in to our friend the Rev. Dr. Lambert, and read it to him, and he favored me with a part of one you had written to him, which greatly relieved my mind. The next day he came out and dined with me, as he often does, and we revived old times to the amusement of my children, George and Susie, or Lily—as we incorrectly translate her name from the Hebrew into English, in our household.

I begin to realize that I am approaching the 7th age of Shakespeare. The 25th of next month, D. V., I will be sixty-nine, but I am well and as clipper as he was, tell your husband, in the *Macedonian* in 1840, when he tuned his guitar and improvised an opera in which *Colonel* Doyle was a principal character.

Certainly once a month, and frequently oftener, these letters would come to cheer us with their kindly tokens of remembrance, until March 1, 1885, when suddenly this valued friend, Rear-Admiral George Henry Preble, passed into the great beyond, and left his hosts of friends to mourn his departure. In his early life reserved and of a retiring disposition, slow to make acquaintances, as the years drew on apace this phase of his character seemed to fall from him and the true warmth of his genial nature expanded and blossomed. My husband's estimate of him was given in his article in *The United Service:* "As an enemy, Preble was consistent and honorable; as a friend, faithful and true; even through all the vicissitudes of untoward events that erected barriers between old naval associates, who in by-gone days had buffeted together in happy unity the storms of Old Neptune and hardships of the sea."

Admiral Preble was by five years the senior of my husband, and had enjoyed the advantages of a college education before entering the Navy. Their first association was when Midshipman Preble entered the Navy in 1835, and joined the old frigate *Constitution,* on that memorable cruise of three years in the Mediterranean. My husband had entered the Navy in 1832, at the age of thirteen, and had served on board the *St. Louis* before being ordered to the frigate *Constitution.*

On Sunday, March 1, 1885, at half-past one o'clock A. M., Admiral Preble passed away. Our mutual friend, Rev. Thomas R. Lambert, wrote us the sad news. He closed his account of the last days of this esteemed friend with the words, "I loved him very much and he loved you—he seemed very near to me."

CHAPTER XXX

Letters from the late President of the Confederacy—Letter from Mrs. Davis—Extract from Admiral David D. Porter's, U. S. N., "The Naval History of the Civil War"—Tribute to Capt. J. N. Maffitt.

The letters given below are from the late President of the Confederacy, Mr. Jefferson Davis, and one from his wife.

BEAUVOIR, HARRISON CO., MISS.,
5th May, 1880.

Capt. JNO. N. MAFFITT.

MY DEAR SIR: I have vainly endeavored to get any authentic information in regard to the doings of our Navy, in which you performed so distinguished a part. Mr. Mallory's reports I suppose are destroyed, or captured, as I have not been able to find them. Will you from memory, or from any papers you may happily have preserved, give me such information as you possess, as well in regard to cruisers as to captures, and operations for harbor defense.

With best wishes I am, sincerely yours,
JEFFERSON DAVIS.

The above letter gave us constant occupation for more than a month, my husband searching the archives of memory and I searching among such documents, letters, and papers, as he possessed; besides, he wrote to Lieut. C. W. Read for information, and he kindly sent us his diary, which I copied. Captain Maffitt was so modest that he gave greater prominence to the achievements of Lieutenant Read and said very little about his own, for which, when Mr. Davis's book appeared, his son Eugene reproached him. Below is given Mr. Davis's acknowledgment of the manuscript sent him:

BEAUVOIR, HARRISON CO., MISS.,
13th June, 1880.

Capt. JOHN N. MAFFITT.

MY DEAR SIR: With sincere thanks I acknowledge your kind letter of the 10th and the package accompanying it.

I felt that I was taxing you heavily by my request, but as on more memorable occasions, you have exceeded what was to be fairly expected of you.

It has not often been my fate since the war to be met with such full and frank answers when I have made inquiries for the purpose of defending our cause, and conduct in the effort to maintain it. I can realize and appreciate the desire for peace, but do not believe that one either lasting or desirable is to be obtained by suppressions or concessions inconsistent with self-respect.

The loss of my official papers at the close of the war, and the purloining of my private papers at a later date, have rendered me very dependent upon such information as our associates could and would give.

I had no wish to punish for short-comings, any one on our side. I had no power to reward my friends, but it was a pleasing prospect to be able to do justice to those, who had done well, and if the contrast should gall some who had failed properly to sustain our cause, the misfortune was mine as well as theirs.

Mrs. Davis is very thankful to you for your kind remembrance of her and for the token from the sea, which she has not forgotten is not the first you have sent to her, but has herself written to acknowledge the "Nautilus," and now unites with me in the tender of our best wishes to you and yours.

Ever faithfully your friend,
JEFFERSON DAVIS.

The next is from Mrs. Davis:

BEAUVOIR, HARRISON CO., MISS.,
June 12, 1880.

DEAR CAPTAIN MAFFITT: Your clever "Nautilus" has served most pleasantly to help *"passer le temps"* for me, and I sailed away with you in the steerage and enjoyed the travel very much, always wondering which one of the maskers you were.

There is a gentleman here, Judge Tenney of New York City, the compiler of Appleton's Annual Encyclopedia, who was your

instructor when you were a midshipman, and he sailed with you in one of the first steamships that our Navy sent out. He remembers you with affectionate regard.

The shawl that you were so kind as to send me during the Confederacy is splendid as ever and I feel very proud of it, since it is a constant reminder to me of the achievements of our dear little Navy. Surely no Navy ever did so much against such odds. What Nelsons and Bonapartes peace has developed—and the strategists and fighters of the war have subsided into mute inglorious scholars before these self-asserting latter-day heroes. If we had all found ourselves rich at the close of the war, we might have borne our reverses better.

I trust that if you and Mrs. Maffitt should come to New Orleans you will pay us a visit. No one will welcome you more warmly than

Yours sincerely,

VARINA DAVIS.

The last letter from Mr. Davis:

BEAUVOIR, HARRISON CO., MISS.,
7th July, 1881.

Capt. J. N. MAFFITT.

MY DEAR SIR: With many thanks for your kindness, I return by express the MS. on Blockade-Running and the magazines containing your first and second article on Admiral Semmes.

Circumstances which it would only be wearisome to relate interfered with my compilation of events both on land and sea, and many things were therefore omitted which even in the brief space of two volumes I might have noticed.

The greater ability of actors to give full information of military events, deterred me from proposing to more than make a passing reference by which I originally expected to reserve most of the space for the vindication of our cause, and the exposure of the want of any constitutional foundation for the claim of the Federal Government to make war upon us. I hope you will find the book which the publishers will send you written in the spirit which you can approve. I have like yourself had an abiding faith in the power of truth, but the odds just now against us are greater than those against which we contended during the war. I saw the other day in the *Philadelphia Times* a long article announced to be by W. C. Howard, late of the Confederate steamer *Alabama*. I have looked at the list of Semmes's officers and there is no such name on it. The spirit in which he writes shows that he was not

a Confederate and his remark in regard to St. Clair convinces me that he was not on the *Alabama.* It is a tissue of falsehood and malevolent abuse, yet will probably be copied and quoted as on the authority of one of our own men. Admiral Semmes mentions a purser who deserted and joined the enemy and as also having committed other base frauds and crimes. He does not name that purser and I should not wonder if he was the false witness who appears in the *Times* of the 2d inst. Your son, if he is near you, could probably tell.

I hope this summer to be able to go for my daughter, who has been some years at school in Europe, but my movements, as is usually the case with Confederates, depend upon whether I can make the money arrangements to do so. I am living at a very retired place about half way between New Orleans and Mobile, with a railroad way station just back of our house. My wife and I would be very glad to see you and to enjoy the greatest pleasure which is left us, conversation with the few men who have neither fainted under privation nor been caught by glittering baits.

With sincere regard, in which Mrs. Davis unites, I am

Your friend,

JEFFERSON DAVIS.

My attention has been called recently by a friend* to Admiral David D. Porter's (U. S. N.) mention of Captain Maffitt in his work, "The Naval History of the Civil War," and he has urged his request for its insertion in this "Life." I had not before seen this work, but easily found it in the Astor Library, New York.

In "The Naval History of the Civil War," by Admiral David D. Porter, U. S. N., pages 623-627, he writes:

The *Oreto,* of which Commander Maffitt had charge, was quite swift, but not so formidable a vessel as the "290." She had left England unarmed, but with all the arrangements made to mount guns, and with all the appliances below to stow powder and shell. After a long trial she was released by the British authorities and Maffitt again prepared to put her in fighting trim. This vessel was afterward known as the *Florida,* and though she did not equal the *Alabama* she made herself sufficiently famous to give the Federal Government a great deal of trouble and cause it to put forth all its energies for her capture.

*Mr. James Sprunt.

Maffitt was a different kind of man from Semmes. A thorough master of his profession and possessed of all the qualities that make a favorite naval commander, he became a successful raider of the sea; but he made no enemies among those officers who had once known him and who now missed his genial humor in their messes. He was a veritable rover, but never inhuman to those whom the fortunes of war threw into his hands, and he made himself as pleasant while emptying a ship of her cargo and then scuttling her, as Claud Duval when robbing a man of his purse or borrowing his watch from his pocket. After Maffitt's vessel was released from the Court of Nassau (the trial having proved a farce), he made arrangements to mount her guns and man her from the motley crew of sailors that floated about the town ready for any kind of work that might offer.

* * * * * * *

The vessel loaded with the *Oreto's* guns and stores had arrived while her case was before the court at Nassau. * * * Maffitt was too clever to actually violate English neutrality laws by any overt act. He made arrangements with J. B. Lafitte, the Confederate agent at Nassau, to meet him at Grand Key, where the guns were to be delivered by a schooner chartered for that purpose. The meeting took place and Maffitt succeeded in arming his ship, but was obliged to trust to recruiting his crew from such disaffected Americans as might elect to join him from captured vessels. He had at this time but five men and fourteen deck hands. So short-handed was he, that when he met the schooner with his battery on board, he had to take off his coat and work like a common sailor. Every hour was precious to him, for the Federal cruisers hovering in the neighborhood might pounce upon him at any moment. The work was especially laborious under the searching rays of an August sun, and it almost exhausted the energies of all hands; but at the end of five days the *Oreto* had all her stores and guns on board, and Captain Maffitt steamed out upon the ocean and put his ship in commission. The British flag which she had worn since her departure from England, was hauled down, and the Confederate ensign hoisted amid the cheers of her motley crew. The ship was christened the *Florida.*

All this looked very much like the ways of the buccaneers, who, in years gone by, used to meet at these rendezvous, and prepare for raids on harmless merchantmen and their helpless passengers; but these people were pirates in every sense of the word—ignorant, cold-blooded, brutal men, who had no nationality and not education enough to teach them right from wrong. The *Florida,*

however, was not a pirate. It had been declared by the most civilized and Christian nation on the face of the earth, followed by France, that these vessels were belligerents, and entitled to all belligerent rights. * * *

The work of getting the guns on board the *Oreto* had been so severe in that burning climate that it produced sickness among her crew. The captain's steward was buried on the day the cruiser went into commission, and on investigation it appeared that he had died of yellow fever. The constantly increasing sick list confirmed this opinion. There was no surgeon on board and the captain was compelled to assume all the duties of medical officer as well as his own.

On the fifth day out the *Florida* found herself off the little island of Anguila, and by report of the hospital steward the epidemic had reduced the working force to one fireman and four deck hands. * * *

When Maffitt arrived in Havana he found himself so tied up with restrictions imposed by the Spanish authorities, that he determined to go to Mobile and fit his ship out there.

He therefore got underway for that port on the 1st of September, and arrived in sight of Fort Morgan on the 4th, having started on his perilous adventure with his crew just convalescing, and he himself scarcely able to stand from the prostrating effects of the fever.

It may appear to the reader that we have exhibited more sympathy for Commander Maffitt and given him more credit than he deserved; it must be remembered that we are endeavoring to write a naval history of the war, and not a partisan work. This officer, it is true, had gone from under the flag we venerate to fight against it; but we know that it was a sore trial for him to leave the service to which he was attached and that he believed he was doing his duty in following the fortunes of his State, and had the courage to follow his convictions. He did not leave the United States Navy with any bitterness and when the troubles were all over he accepted the situation gracefully. What we are going to state of him shows that he was capable of the greatest heroism, and that, though he was on the side of the enemy, his courage and skill were worthy of praise.

On the 4th of September, at 2 P. M., the *Florida* made Fort Morgan, and at the same time it was discovered that three of the enemy's cruisers lay between her and the bar. Maffitt was assisted on deck, being too sick to move without help. He determined to run the risk of passing the blockaders; and if he failed in

that, he made his preparations to destroy his vessel so that she might not fall into the enemy's hands. He hoisted the English ensign, and assumed the character of an English ship-of-war. The moment the *Florida* was seen by the blockaders, as she stood boldly in, two of these vessels got underway and stood toward her. The blockading force was at this time under the command of Commander George H. Preble, in the *Oneida,* a prudent, careful officer, who tried hard not to commit any mistakes, but on this occasion he was too careful not to compromise his Government by attacking an English man-of-war, as he supposed the *Florida* was, from the bold manner in which she stood toward him.

Several gunboats had been employed blockading outside the bar, the *Kanawha, Pinola* and *Kennebec,* and the steam frigate *Susquehanna* had also been there, but all these vessels had been temporarily withdrawn for other duty. The *Oneida* had been making repairs on her boilers and the *Winona* was the only other vessel actually on the blockade at that moment. The *Oneida* was one of the fine ships built at the beginning of the war, and was supposed to be a 12-knot vessel. Her armament consisted of two 11-inch Dahlgrens (one forward and the other aft), four 32-pounders and three Dahlgren 30-pounder rifles. The *Winona* carried one 11-inch Dahlgren pivot-gun (forward) and two 32-pounders; and the schooner *Rachel Seaman* (bomb vessel), which happened to be beating up the bar at the time, carried two 32-pounders. The *Oneida,* owing to repairs that were going on, could not carry a full press of steam, and may be said to have been caught napping.

Commander Maffitt could not have chosen a more auspicious time to attempt his daring feat, though be it said to his credit, he had made up his mind to run through the whole blockading fleet if necessary. It was his last chance, he had only to do that or run his vessel on shore and burn her, for she was of no use to the Confederates in her then condition.

As soon as Maffitt discovered the Federal vessels, he stood directly for them, knowing that as the *Florida* resembled an English gunboat, she would probably be mistaken for one and trusting to his speed to save him at the last moment. Intelligence had been received at Pensacola, the headquarters of the squadron, of the *Florida's* having left Nassau; but no news of her having left Cardenas had followed; and for some reason no news had been sent to the fleet off Mobile that she was on a cruise.

Commander Preble ran out to meet the supposed Englishman, and rounded to go in with him on the same course. The *Florida*

approached rapidly, her smoke-pipes vomiting forth volumes of black smoke and a high press of steam escaping from her steam-pipe. As she came within hailing distance, the Federal commander ordered her to heave to, but Maffitt still sped on, having sent all his men below, except the man at the wheel, and returned no reply to the hail. Preble then fired a shot ahead of the *Florida,* still supposing her to be some saucy Englishman disposed to try what liberties he could take, though the absence of men on deck should have excited suspicion. He hesitated, however, and his hesitation lost him a prize and the honor of capturing one of the Confederate scourges of the ocean. Preble had his crew at quarters, however, and as soon as he saw that the stranger was passing him he opened his broadside upon her and the other two blockaders did the same. But the first shots were aimed too high and the *Florida* sped on toward the bar, her feeble crew forgetting their sickness and heaping coal upon the furnace fires with all possible rapidity. Every man was working for his life, while the captain stood amid the storm of shot and shell perfectly unmoved, keenly watching the marks for entering the port, and wondering to himself what his chances were for getting safely in.

The first broadside of the *Oneida,* which was fired from a distance of a few yards only, cut away the *Florida's* hammocks, smashed her boats, and shattered some of her spars. The shock seemed to give a new impetus to her speed, the English colors were hauled down and an attempt was made to hoist the Confederate flag in their place, but the man who was bending it to the halyards had his fingers shot away and it was not run up while under fire.

The *Winona* now opened on the chase with her heavy guns, as did also the *Rachel Seaman* with her 32-pounders, but the latter vessel was at a distance and her fire was of little effect. The *Oneida* fired rapidly from all the guns she could bring to bear; but as she could not make more than seven knots an hour, the *Florida* was rapidly leaving her. One 11-inch shell entered the side of the blockade-runner just above the water line, passed through both sides and exploded. Had it exploded one second sooner the career of the *Florida* would have ended and she would have gone to the bottom; but an inch or two saved her. On she sped faster and faster, until even those who longed for her discomfiture could not but admire the steady bearing of the brave man who stood alone upon the deck. Another shell passed through the cabin, and her after spars began to tremble as their supports were cut away. * * *

During the whole war there was not a more exciting adventure than this escape of the *Florida* into Mobile Bay. The gallant manner in which it was conducted excited great admiration, even among the men who were responsible for permitting it. We do not suppose there was ever a man, under all the attending circumstances, displayed more energy or more bravery.

The *Florida* remained four months in Mobile preparing for sea, and watching a chance to get out. The blockading squadron had been enlarged to seven vessels, among them the *R. R. Cuyler,* a very fast steamer, that had been sent to this station with the certainty that she would be able to intercept the *Florida* if she attempted to run out.

Maffitt came down from Mobile one afternoon in the *Florida* and noted the number and positions of the blockaders while he was plainly visible to them. The Federal commanders had been in a continual state of vigilance for three months, and it was a great relief to them to see the coveted prize at last. * * *

At about 2 A. M., the *Florida* was reported as coming out. She passed directly between the *Cuyler* and *Susquehanna* at a distance of 300 yards from the former. * * *

And so the *Florida* was allowed to go on her way without molestation and Maffitt was enabled to commence that career on the high seas which has made his name one of the notable ones of the war. He lighted the seas wherever he passed along, and committed such havoc among American merchantmen that, if possible, he was even more dreaded than Semmes. We have only to say, that his being permitted to escape into Mobile Bay, and then to get out again, was the greatest example of blundering committed throughout the war.

Every officer who knew Maffitt was certain that he would attempt to get out of Mobile, and we are forced to say that those who permitted his escape are responsible for the terrible consequences of their want of vigilance and energy.

It is stated that half an hour was lost in the *Cuyler's* getting under way owing to a regulation of the ship that the officer of the watch should report to the captain and wait for him to come on deck before slipping the cable (in this instance it would have been well if the captain had slept on deck).

The *Oneida's* officers saw the signal, beat to quarters, but remained at anchor, though she was assigned as one of the chasing vessels; and at 3.30, having seen no vessel run out, beat the retreat. Such is the extract from her log.

The *Cuyler's* officers, however, saw the *Florida* distinctly, and chased her during the whole of the next day, making as her greatest speed during the chase only 12½ knots, although she had previously made 14. At night the *Florida* changed her course and ran for the coast of Cuba, where she was engaged in burning prizes the next day while the *Cuyler* was hunting her in the Yucatan Channel.

CHAPTER XXXI

Refusal of President Cleveland to confirm the nomination of Captain Maffitt to a position in the Custom House—Effect of this disappointment—Death of his children, "Florie" and Eugene A. Maffitt—Last days—Comments, notices, and tribute of Admiral George Dewey.

Upon the election of Cleveland to the Presidency of the United States in 1884 the friends of Captain Maffitt unanimously nominated him for a position in the Custom House at Wilmington. It had become necessary for us to remove to Wilmington for the purpose of educating our young children, and we secured a cottage there, of which we took possession in July, 1885. Captain Maffitt had been quite ill in the early spring, but the prospect of obtaining congenial employment had greatly cheered him and he rallied. When Cleveland refused to confirm his nomination the disappointment was a great shock, and although he made a brave effort to bear up and hope for better days, the disease (Bright's) with which he was suffering rapidly developed, and both mind and body sank under it.

For three months he was under the care of a specialist, at a sanitarium, but so rapidly did his strength fail that I brought him home, where his last days were cheered by the devoted attention of his many friends.

Not one thought of self ever crossed his mind. He lived for his family and friends, and when he could entertain the latter with open-handed liberality he was happy.

During his last illness he repeated the following lines with a pathos that was overwhelming to those who heard them:

"Whether sailor or not, for a moment avast!
Poor Jack's mizzentopsail is hove to the mast;
He's now all a wreck, nor will sail shoot ahead;
His cruise is done up: he'll no more heave the lead.

"With his frame a mere hulk
And his reckoning on board,
At length he drops down to mortality's road.
With eternity's ocean before him in view,
Jack cheerfully pipes out,
'My mess-mates, adieu.'

"Secured in his hammock
He is moored in the grave,
Nor hears any more the loud roar of the wave.
Pressed by death, he is sent to the tender below,
Where seaman and lubber must every one go.

"Though the worms gnaw his timbers,
His hulk a mere wreck,
When he hears the last whistle
He'll jump up on deck."

And only a few days before his demise, his mind wandering back to other scenes and other times, he said, "The ship is ready, the sails are set and the wind is favorable; all we are waiting for is Mr. Lambert* to come and ask God's blessing upon us; then we will heave anchor and away on the billows." During his illness his mind frequently reverted to his distinguished and noble father. On one occasion he inquired if his father had come. When informed that he had not, he said, "Well, he will be here in a day or two, and when he does come he will keep us all busy," alluding to the crowds that they would have to entertain. Then he said, "He is to preach at the New Market and we must be on time if we are to get seats."

He passed from the sphere of his earthly activities on Saturday afternoon, May 15, 1886.

From one of the obituary notices of him in a local paper I take this paragraph:

Thus, one by one, like the leaves of the flowers that fade and fall, these reminders of the "lost cause" pass from the stage of action to join the "silent majority"; and of all brave, daring men who so gloriously illustrated, on land and sea, what a liberty-loving people can accomplish when contending for the right, none

*Chaplain of several U. S. frigates on which Captain Maffitt had sailed.

were braver and truer than the gallant gentleman who was yesterday laid to rest in beautiful Oakdale and whom we admired living and mourn dead. Peace to his ashes, honor and tears to his memory, for a brave, chivalrous people will not soon forget this veritable child of the seas and man of the billows.

On the 28th of September, 1883, after a sudden desperate illness his daughter Florie, beloved of his heart, had succumbed to organic heart trouble and passed away. I wish I could paint for you the life of unselfish devotion of this brave woman. While in attendance at her dying bed Captain Maffitt was taken with a severe hemorrhage of blood from the nose and this was with difficulty staunched by the efforts of the attending physician, but he never entirely recovered from its prostrating effects.

On January 12, 1886, his son Eugene Maffitt, after weeks of suffering, died. Some unknown friend of his early boyhood thus wrote of him:

From his early years the writer knew well the subject of this notice, and feels with emotions of keen regret that death has stilled the throbbings of a true, brave heart. The generous, intrepid boy who, amid the musty volumes of the old family library, felt his imagination fired and his whole being thrilled at the recital of the deeds of the good and great—the "Chevalier without fear and without reproach"; Sir Launcelot the leal and true; the spotless chivalry of the heroic age—expanded into the magnanimous youth who, glowing with a love of country, took his place with glad enthusiasm by the side of the stern warrior Semmes, the commander of the famous cruiser *Alabama,* and developed into that matured manhood which faltered not in devotion to duty through every peril until the end came. Fighting bravely at the battle of Port Royal until the fall of the fort, he soon afterward joined Captain Semmes, and served as a midshipman on the *Alabama* until the vessel sank, and the crew, abandoned to their fate, were rescued by the yacht *Deerhound.*

Thus blow following blow upon his devoted head, even his iron frame, that had so long withstood the onslaughts of

destiny, succumbed at last, and heart and brain yielded to the inevitable, and he sank to rest as a child in the arms of its mother.

At an age—thirteen—at which most boys are either pursuing their studies or engaged in field sports and pastimes, this lad had assumed the responsibilities and duties of an officer of the United States Navy and was subjected to the exacting discipline and restraints of the old regime. At no call of his life can I find that he was unable to meet new duties, unexpected dangers or unforeseen circumstances; however great the demand upon his resources of intelligence or physical ability, each and all, according to the testimony of friends and foes, were met with cheerful alacrity and ingenious sagacity. Rebuffs and disappointments were ever ready to spring up and obstruct his path and deprive him of the reward of his devotion to duty and the fruition of his hopes. How keenly he must have felt the action of that "Retiring Board," which would fain have closed the door of hope upon him while he was in the midst of his proudest work—surveying the dangerous coast of the Atlantic—how cruel and unpardonable his abrupt dismissal by the Secretary of the Confederate Navy, after his crowning effort to fulfil the charge entrusted to him and bring the *Florida* safely into the Confederacy for necessary equipment, yet how cheerfully on being reinstated by the action of the President, he resumed command and redoubled, if possible, his exertions in behalf of the cause, turning his back upon his detractors, of whose unkind criticisms he was fully aware, and never relaxing his vigilance during the whole period of the war. Is it any wonder that on his entrance to the harbor of Brest his sorely tried heart demanded a period of rest and relaxation ere it was again subjected to the turmoil of strife and unceasing anxiety?

When in charge of his last command, the *Owl,* at the close of the war, he made every attempt possible to reach the Confederacy with his much-needed cargo. Wilmington, Charleston, Galveston were each tried in turn, and even then

he returned to Havana and thence to Halifax, in the hope of finding some means of escape through the cordon of the enemy's lines, ere he carried out his last instructions from his Government, and sailing for England resigned his charge to Frazier, Trenholm & Co.

With the same loyal spirit he ever met the trials and demands of his later life. "Keep a stiff upper lip and never say die" was his motto. When our home caught fire he was on the roof at once pouring buckets of water, which he always kept filled for such an emergency, upon the flames and beating them down before help could reach him; and, oh, what a tender and gentle nurse in times of sickness! No event, however distressing, caused him to murmur, and if such rose to my lips, a loving word or embrace, checked its expression. Calls for help from the humble fishermen and neighbors, in times of sickness and trouble, were always answered, and he was never a hard taskmaster to his employees on the farm, although he exacted due vigilance in the performance of their tasks.

May the rest and peace which were denied him on earth be his happy portion now, and the reward, "Well done, good and faithful servant," be his "in the place of departed spirits," where the strife of life is over.

> "Let fate do her worst, there are moments of bliss,
> There are relics of joy, she can never destroy."

Two years ago, in 1904, while a delegate to the biennial council of The Colonial Dames of America, I attended a reception given the Dames by Mrs. John R. McLean, in which they were invited to meet Admiral and Mrs. George Dewey. When I was introduced to Admiral Dewey he caught my hand and impulsively exclaimed, "John Maffitt, my dear friend, the élite of the Navy, the bravest of the brave!" It was a great tribute from a great man, and deeply as I appreciated it, I could not trust myself to make any fitting response. Those around said, "Why, you *have* met a friend." Indeed

I had, for to hear such spontaneous praise of my heart's dearest treasure was the highest expression of friendship, and more so as so many years had elapsed since my husband had passed from my sight.

One more tribute from a dear friend, who proved our greatest comfort in our darkest day of affliction. It is from Mr. Silas Bent, of St. Louis, Mo., formerly a lieutenant, U. S. Navy, and is dated:

KARLSBAD, BOHEMIA, AUSTRIA, July 15, 1886.

MY DEAR MRS. MAFFITT: * * * When in Liverpool Captain Bulloch told me he had received a New York paper containing a (marked) notice of your dear husband's death. I was therefore prepared for your letter and was so thankful when I read what you said about his receipt of my letter to him, that I had written it just when I did, and in such terms too as to have given him a moment's happiness as the gloom of death was closing in upon him. My dear, dear friend! I loved him greatly, as I am sure he did me also. He had a generous, noble heart, and was never so happy as when conferring happiness upon others. There was less of selfishness about him than of any other person I ever knew, and his genial cheerfulness carried sunshine for all wherever he went, whilst his bright intelligence, his ready wit and overflowing humor, made him the most attractive, lovable man I ever saw. His magnetism was irresistible and his memory will be most lovingly cherished by all his old friends of the Navy who survive him. * * * Ever believe me, sincerely your friend,

SILAS BENT.

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