

WAR STORIES.

Blockade Runner Wrecked--Ran the Blockade Forty-four Times.

Broken in two amidships, hard and fast on a sand bar, about a mile off shore from Seven Mile Beach, a desolate stretch of the New Jersey coast, seventy miles from Philadelphia, is a vessel which, during the early part of the civil war, spread consternation among the Federal authorities on many, many occasions.

In those early days of her career the vessel was variously called the Carolina, the Kate and the victory--for blockade runners changed names in those times as readily as they shifted cargoes or altered their course for safe harbors and sailing ports.

But whatever name the craft bore at her bow or stern in war times she was a source of trouble to the Union vessels and crews. The daring and ingenuity of her skipper made her feared by Federal naval officers, and the success she met with in exchanging products of the Southland for arms and ammunition aided the rebel forces in their resistance to the Union army to an extent which will never be known, but which was undoubtedly very material.

The freight steamer Gulf Stream ashore off Anglesea, on the Jersey coast. Crew rescued by life-savers.

Such, in effect, was the brief report given to the world of the ending of the old vessel's career. To the general reading public this simply meant that another hulk had been consigned to the marine graveyard along the Jersey coast; that another craft had outlived its usefulness and would be abandoned to the relentless buffeting and pounding of wind and waves until the stanch oak beams should be wrenched apart and carried away on the bosom of the ever restless ocean, or perhaps one or more be left sticking in the sand like giant fingers pointing warnings to other mariners.

But the life savers and fishermen along Seven Mile Beach are more curious about such things than the average reader of newspapers and they were not long in learning that the Gulf Stream and the Queen and the Victory, Kate or Carolina were one and the same. Then as the captain of the ill-fated craft told briefly of its career from launching to foundering the life savers and fishermen gave voice to one sentiment. It was:

"She was worthy of a better fate." The Gulf Stream, as the craft was last called, went ashore in the fog Friday, January 30. She was laden with a general cargo and was on her way from New York to Philadelphia. The Clyde Steamship Company, of the Quaker City, are her owners and the bales of wool and leather, heads of pig iron and barrels of wines and whiskeys which she carried were billed to that company. It was very foggy that morning, when, shortly after 4 o'clock, the coast guard of the Thattam's Station heard the prolonged tooting of a whistle that told of a vessel in distress. There was a strong southwest wind blowing and a heavy sea was running.

How the brave life-saving crew, under Capt. R. S. Ludlam, put off in their boat and saved the crew of twenty men aboard the stranded steamer, with the assistance of the coast guard from Anglesea, is not to be a part of this story. Sufficient to say that all on board were rescued and Capt. Jacob Swain brought ashore his papers and log book, which never more will be used for the Gulf Stream, for there was no saving the vessel. She struck the sand bar in such a way that she broke just where the engines were and near where are still visible the two shot holes, where in 1863 a thirty-two-pounder and a ball from an eleven-inch gun went through her while she was running away from Union vessels of war.

There are few tales of sea more in-

teresting than the story of the Gulf Stream from the time of her launching. And so, to properly spin this yarn, it will be necessary to go back in history forty-two years ago. The vessel was built in Philadelphia and was launched as the Carolina early in 1861. She was an iron propelled vessel 218 feet long, thirty feet beam, thirteen feet deep, with a draft of only six or seven feet, although of something over 700 tons burden. It was the intention of the Carolina's owners to engage her in trade, but soon after she was launched came the firing on Sumter and the war was on.

Events followed each other rapidly in those days. President Lincoln proclaimed a blockade of the Southern ports and every available boat the Union forces could buy or borrow was used to enforce the closing of the harbors of the seceding States. It was then that blockade-running began. For to carry on the war it was necessary that the Southern States should send away their cotton and other produce and receive in return arms and ammunition. To do this it was required to have ships that could outslip the Union gunboats and cruisers, for the blockade runners had to slip through the cordon of watchful Union naval forces.

It was this kind of work which the Carolina was used for. Soon after her launching she was purchased by parties backed by the Confederate Government and her name was changed to the Kate. Under this title she became one of the most famous blockade runners. For months she was the hope of the Confederates and the despair of the Unionists. Naval records show that before she was captured she eluded the blockading fleets no less than forty four times, each occasion netting thousands of dollars to her owners and bringing in much needed supplies to the rebels.

Capt. Lockwood was placed in command of the Kate by her owners. Little is said of him personally in the war records, but he is mentioned wherever the Kate is named, and the success which attended the vessel's movements would indicate that he was a most daring fellow.

At first the Union blockade was lamentably inefficient. There were not enough boats, and those in charge of them, being unfamiliar with the Southern waters, became the laughing stock of their enemies. The blockade was called a "paper" one, and the Confederacy insisted for a long time that there was no blockade, since her ships had little difficulty in getting in and out.

Late in 1861 the Kate began her work. She took on a cargo of cotton at Charleston, and one night, when there was no moon, she slipped her cable and stood out to sea.

In due time the Kate reached England, where her cotton was sold for a good price and a load of arms was shipped. At that time, as is well known, England was more friendly toward the Confederacy, and a number of blockade runners were manned and captained by Englishmen who went into the business, as high prices were paid the crews of blockade runners.

For the first year little mention is made in the official records of the Kate, but the truth probably was the blockade was so ineffective that the Union vessels did not know when she came and went. But towards the middle of 1862 the Union forces had more vessels and the lines of the blockaders were more closely drawn. Then it was that the comings and goings of the Kate was noticed, usually to the mortification of those commanding the blockading fleets. It was after the then notorious Kate had made more than ten voyages that she was the subject of a strict inquiry on the part of Rear Admiral Goldsborough. The Kate was then sometimes known as the Carolina, and the official documents of the time about to be told of so refer to her.

In the annals of the navy department mention is made of the Carolina in a letter written January 19, 1862, to William H. Seward, Secretary of State, by Samuel Whiting, United States consul at Nassau, New Providence in the Bahamas. The letter was to the effect that a few days previous the Carolina arrived at Nassau, had passed up the channel between the Confederate ship Elizabeth Bon-sail and the Union gunboat Flambeau, and had dipped her flag to the Bon-sail, just as she was opposite the Union vessel. As the harbor was a neutral one, the Carolina had no more to fear from the Flambeau than if the latter was a thousand miles away.

Consul Whiting happened to be telling of the arrival of the Carolina in the presence of Capt. Temple, of the Flambeau, and a number of other naval officers, a few days later.

"Well," remarked Capt. Temple, "if I had been on board my vessel I would have acknowledged the salute of the Carolina. She is an enemy, but a brave foe, and she did what was right in dipping her colors in a neutral port."

"Dip the Stars and Stripes to a rebel rag," wrote Mr. Whiting to Mr. Seward. "I told Capt. Temple I would sooner hack my hand off than be guilty of such an act."

Frequently thereafter did Mr. Whiting have occasion to write to Mr. Seward, and in many of the letters mentioned that the Kate had arrived at Nassau with a cargo of cotton, which always met with a ready sale.

Nassau was a favorite port for the blockade runners, as it was under British control and only 180 miles from the coast of Florida. To avoid international complications the Confederate skippers would dispose of their cargo to a firm, who would pretend to sell the stuff on commission, and the money thus acquired would usually be invested in munitions of war for the seceders. The cotton would be reloaded into English vessels and sent to England, which country was in great need of it.

The Kate, as were other blockade runners, was painted a dull lead grey, a color hard to distinguish even a short distance away in the daytime, and rendering the vessel almost invisible in the darkness of night. Anthracite coal was burned, producing little or no smoke, and when about to slip through the blockading fleet all lights were extinguished, the hatches covered and the steersman had to peer at the binnacle lamp through a small slit in a piece of canvas.

At one time before her day came, the blockading fleet thought the Kate was doomed to capture. She had been seen off the Florida coast in March, 1862, and had been chased by a number of Union vessels. She took refuge in Mosquito Inlet, near Port Royal, and hope ran high in the heart of the commander of the Atlantic squadron, S. F. Dupont, when he received a message from the captain of several ships, that at last the Kate was hemmed in. Dupont ordered the officers of the vessels to carefully guard the inlet waters, and they tried to, but the Kate made her escape one dark, rainy night, and was free to continue her work.

Another chapter of the naval records show that on August 10, 1862, James F. Armstrong, commanding the United States steamer State of Georgia, stationed off Wilmington, N. C., wrote to Rear Admiral Goldsborough that he had learned from three contrabands, who came off the night before, that on August 6 the steamer Carolina or Kate, Lockwood, master, entered Wilmington from Nassau with liquor, clothing and fruit. She had been chased by some of the blockading fleet, Capt. Armstrong reported, and had to throw part of her cargo overboard to lighten her so that she could escape.

This news was received by the rear admiral with anything but favor, for the antics of Master Lockwood were beginning to pall on the Union fleet. So the rear admiral wrote back to Capt. Armstrong, expressing his regret at learning that the Kate had again run the blockade.

"This will never answer," reads the rear admiral's letter. "More vigilance must be exercised. Why is it that the vessels stationed on the side the Carolina entered have no knowledge of the fact? Appoint a board of three impartial and suitable officers to investigate the subject of the entrance of this vessel."

The official inquiry was made, but amounted to nothing.

The report of the inquiry was duly forwarded to the rear admiral. A few days later Capt. Armstrong wrote the rear admiral that the force of Union vessels off the coast of North Carolina was utterly inadequate to maintain the blockade.

"The utmost vigilance is required from the vessels blockading," wrote Capt. Armstrong, "as the steamer Kate will endeavor to escape."

On August 27, 1862, Capt. Armstrong again sounded a note of warning to Rear Admiral Goldsborough, telling him that the Kate and a number of other vessels were preparing to run the blockade. And the next heard of the Kate was the escape, which Capt. Armstrong feared. It occurred on the night of August 29 and the Kate got safely out to sea. This brought forth a sharp letter from Acting Rear Admiral S. P. Lee, of the flagship Minnesota, to Capt. Gustavus H. Scott, who at the time was the senior officer of Wilmington, N. C.

"The department will be extremely mortified to hear," wrote the acting rear admiral, "that the Kate has run the blockade of Wilmington, out by New Inlet, with a load of cotton, an article now so valuable that a single cargo will purchase a large quantity of arms."

And so the Kate got off again safely with her cargo. She must have made a quick trip to Nassau, whither she headed on most outward voyages, for on September 25, about a month later, she was lying to near Fort Caswell. There she was discovered by the Union gunboat Maratanza. Capt. Scott, of the gunboat, report-

ed later that he approached the Kate as near as practicable, so as to keep out of range of the guns of the fort. With a rifle gun he fired on the vessel, and came within such range that the blockade runner had to weigh anchor and sail up the river. She brought to a little way up, but the shots from the rifle gun of the Maratanza again dropped perilously close to her and she was obliged to go farther up stream, where she was safe. The Kate, according to Scott, was very speedy, and he reported that she probably slipped through the blockading fleet, going in on the night of September 24, 1862, which was dark and rainy. This escape of the Kate gave much annoyance to Acting Rear Admiral Lee, and he wrote to Commander Scott, who had fired on her, that it seemed that the blockading fleet was not placed in the best position to prevent blockade running, in view of the many times the Kate had entered and left Southern ports.

The next official record of the Kate's movements is under date of November 4, 1862. On that date the Mount Vernon and the Daylight, of the Union forces, attacked a large English bark off New Inlet, N. C., near Masonboro Inlet. The Confederates stationed on shore sallied out to the aid of the bark, and the land forces in boats succeeded in capturing two boats from the Daylight and one from the Mount Vernon, together with three officers and eighteen men. But eventually the crew of the bark was taken and the vessel burned. The mate of the bark, when questioned, said the bark had passed at sea, a few days before, the blockade runner Kate.

The Kate or Carolina--both names were used--kept on running the blockade. She seemed to be impervious to shot and shell, for as she slipped in and out of the blockade she was fired on time and again, with little or no damage. In the navy records of the operations of the Union and Confederate vessels there are frequent references to the vessel, usually a statement from one commander to another that he regretted to inform his superior that the rebel steamer Carolina or Kate, as the case might be, had again slipped in under their noses with a valuable cargo. Or perhaps the record would be varied by a mention that the boat had slipped out again with a valuable cargo of cotton.

All sorts of efforts were made to capture or destroy the persistent blockade runner and there sprang up a feeling of rivalry among the various captains of the blockading squadron to see who would be the man lucky enough to sink the floating rebel. And it was not always easy sailing for the blockade runner. Many a time she was chased for hours, and there were occasions when only by sacrificing part of the cargo could the ship make speed enough to escape. Often part of the load of pitch would be placed under the boilers to get up a greater head of steam.

Once in slipping through a blockading line the rebel craft was nearly taken because at the same time she was making the trial a clumsy side-wheeler also attempted to run the blockade. The splashing of the paddles of the side-wheeler was borne to the ears of the crew of a Union gunboat and an alarm was given. The Union boat burned rockets, which disclosed the presence of the Carolina, and then trained several guns on her. The shot flew thick and fast for a time, but Lockwood, seeing that concealment was no longer possible, put on a full head of steam and cut for it.

The firing brought a number of the blockading fleet together, and the Carolina, as she was then called, as well as the steamer which had caused all the mischief, was under a heavy fire. "But the former managed to draw away beyond the range of the rocket lights, and the next morning she was under the Confederate batteries. This was one of the closest calls the Carolina had and Master Lockwood, in telling about it afterward, used to say there was a minute when he thought it was all up with his craft."

The master of the Carolina had an ingenious system of notifying those on shore who were interested in the craft that she was through the line and ready to discharge her cargo. With every light darkened, she would run the blockade, and then, when near shore, she would display two lights, one above the other, in the rigging on the shore side, but a screen on the sea side kept this gleam from the view of those on the blockading vessels. The lookout on shore would display answering lights, and the Carolina's crew would know that all was safe and that they could run into the harbor. This trick was afterward taken advantage of by the Union forces, and by practicing it they captured a number of blockade runners.

The Carolina was one of the first of the blockade runners to put into practice the blowing off of exhaust steam under water. The exhaust pipe was carried down below deck and thus the noise made by the escaping steam could not be heard. Quietude was an important factor in getting through the enemy's line.

With such regularity had the blockade runner's voyages been made, des-

pite the efforts of the Union fleet to capture her, that the owners of the craft re-named her the Victory and under this name she continued her trafficking. But the vessel was not altogether immune and after having completed her forty-fourth voyage from supposedly blockaded ports she fell a prize to the Union vessel, the Santiago de Cuba, June 21, 1863. A few days before that the Victory had quietly slipped out from Charleston, with a valuable cargo of cotton and other freight, en route for Nassau. She went along with fair weather and Master Lockwood and his crew were congratulating themselves on having again fooled the Yankees. But while they were probably gloating over their success a lookout perched on the cross-trees of the Santiago de Cuba, commanded by R. H. Wyman, had sighted the Victory. They were then about fifty-five miles southwest from Eleuthera Island.

The Santiago de Cuba headed for the Victory and the captain of the blockade runner changed his course to due east, hoping to put distance between himself and his pursuer. But the Santiago de Cuba was a swift steamer and soon came within range of the Victory. The Santiago fired a shot from her forward rifle gun, but it fell short. Then there belched forth clouds of black smoke from the funnel of the Confederate vessel. Capt. Lockwood, in his efforts to make speed, was burning rosin from the boat's cargo in her boilers. But still the Santiago de Cuba gained. Lockwood next sought to lighten his craft, and about 150 bales of cotton were tossed into the sea. But this only served to postpone the inevitable. For five hours the race kept up before Capt. Wyman had his vessel where he could train several guns on the blockade runner. As the latter had no guns for defence there was nothing to do but surrender. The Victory did not lower her colors, for she carried none, but Skipper Lockwood ran up a white flag and a prize crew from the Santiago de Cuba was sent aboard the vessel. Lockwood had no papers to show, for he had thrown them overboard when he saw he could not escape.

The Victory had on board 875 bales of cotton, in addition to the 150 thrown overboard. Besides the cotton she had 1,000 pounds of tobacco and thirty barrels of turpentine. She also had her bunkers full of good anthracite coal obtained from Nassau on her previous trip there. This coal led to the discovery that the fuel had been exported from the United States, and, having been sold to English firms in the Bahamas, was purchased for the use of Confederate vessels. As soon as this fact was learned the Union Government stopped the exporting of coal until the war ended.

At the time of the capture of the Victory there were no other Union vessels in sight. Some time afterward, however, the Union gunboats Tigra and Otorara, picked up seventy-nine bales of cotton of the 150 thrown over from the Confederate steamer.

The Victory was sent to Boston, and there she was taken by the Government and her name was changed to the Queen. Her cargo and the value of the vessel was \$306,421.37, and after all expenses had been deducted there was \$299,998.45 left, which amount was divided among the officers and crew of the Santiago de Cuba.

Years after the war was over Capt. Lockwood told how he had so long eluded capture while in command of the old Victory. After getting his cargo he would wait in the harbor for a dark night, preferably a rainy or foggy night. Then, knowing every inch of the water, he would slip out between two of the blockaders which, because of the stretch of coast they had to patrol, were sometimes far apart. Then instead of continuing his voyage he would lie to, hoist the Stars and Stripes at the main head, and cruise about as if his vessel was one of the blockading fleet. On the second night, after a day of masquerading as a Union ship, Lockwood would lower the Stars and Stripes, put out or over every light on board, and start off. By daylight he would be beyond the range of vision.--Newark Sunday Times.

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