

The SOUTHERNERS

By Cyrus Townsend Brady
Author of "Woven With the Ship," "Hohenzoellern," "The Quibbler Touch," Etc.

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"Oars!" he cried instantly, and, as the men stopped rowing, he dropped the oars, stepped forward and picked up the boat flag from where it lay in its case along the bottom of the boat, came back to the stern sheets, uncased it deliberately, shook out its folds coolly and then stepped it aft in the socket provided. He did not do this a moment too soon. The forward pivot gun on the Hartford, of which he was right abreast, had been turned on him. Seeing only a boatful of men in the smoke, ignorant that it was one of their own, supposing, perhaps, that it might have been a torpedo boat, the lookout quivered in the hand of the officer to speed the bolt which would have blown the cutter out of the water.

"For God's sake, sir," cried one of the men of the gun crew, recognizing the young officer as he peered over the rail, "don't fire! It's Lieutenant Peyton!"

At that opportune instant the flag rippled out. How the men on the Hartford cheered as they saw it and



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noticed the sturdy oarsmen pick up the stroke and shoot the boat ahead toward the place where the Tecumseh had gone down!

An officer and a few men ready to give up were swimming exhaustedly in that vortex of fire when the boat swept alongside them. The cutter had gone ahead of the main battle to reach the place where the Tecumseh had been sunk, and as she came bursting out of the heavier pall of smoke she was in full view of both the fort and the ram. General Peyton caught sight of the boat first.

"Look there!" he cried to the men of the next barbette gun to his position, pointing. "Fire on that boat! Sink her!"

Colonel Pleasants, however, standing by his side, had fortunately caught the boat at the same moment in the field of his glass.

"By heaven, sir," he cried, "there's your son!"

"Should I spare my own son," cried the general sternly, "more than any other man who is an enemy? Fire upon him, and be d—d to you!" he cried to the hesitant gunners.

"No!" said Pleasants, springing toward the gun.

Was he too late? The piece had been trained on the boat, and the gun

PLAIN PROOF

What This Gentleman Says is a Mere Statement of Facts.

No one can have any reason from dissenting from the particulars and proofs which follow, for verification of the same is within easy reach of every resident of this vicinity. That Doan's Kidney Pills promptly and effectually cure kidney complaints is substantiated not only in this particular case, but by all who have given them a fair trial. Testimony likewise shows that you do not have to take them indefinitely to be cured.

Walter McLachlin, a machine hand, employed at J. Holiday & Sons planing mill, Wheeling, W. Va., address 3032 Jacob street, says: "Had I not used Doan's Kidney Pills when I did I would not be alive now. I was in a terrible condition, and although I took quarts of medicine I got no better, but worse. Friends spoke of my bad appearance and thousands knew about it. I could hardly get around and felt and looked like a dead man more than a living one. Doan's Kidney Pills were a blessing to me, half a box relieved me; three boxes entirely cured me and now I feel as though any horse in Wheeling. I would rather have a box of Doan's Kidney Pills than the services of all the doctors in the state."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the U. S.

Remember the name—Doan's—and take no other.

The courage of the crew of the Oneida was beyond all praise. With the captain writhing in his blood, the ship on fire, the boilers exploding beneath them, the men below shrieking and screaming in agony, they stuck to their guns as coolly as if nothing were happening, deliberately firing upon the fort and the ram as long as they were within range. Helpless themselves, they were carried up the channel by the valiant efforts of their little consort, the Galena; and the in-rushing tide, as Farragut had planned.

By and by they, too, reached the fleet and anchored. Stopping for nothing, Peyton took his boat and started at once for the admiral on the Hartford, swinging quiet at anchor above the middle ground. The guns had been secured, the decks washed clear of their blood stains and the wounded carried below to the busy surgeons doing what they could for them. On the port side of the quarter deck lay a long line of dead men. As Peyton stepped through the gangway he asked the officer there where the admiral was.

"There," replied the young man, pointing to the quarter deck.

As Peyton went aft to report to him he saw him standing with his feet apart, his hands clasped behind his back, staring down at the bodies of the poor fellows who had been killed in the action. Tears glistened in the old man's eyes, the young man noticed, as he looked at him.

The dauntless hero of one of the greatest naval battles of modern times was mourning like a woman over his lost men.

CHAPTER XXXVIII.

THE LAST DASH OF THE TENNESSEE.

DOWN under the guns of Fort Morgan lay the Tennessee. She had been lightly rammed by the Monongahela, and, although she had been struck possibly a hundred times by heavy projectiles mainly from the nine inch broadside guns of the ships, she had suffered no material injury save for a few holes through the smokestack, which could easily be repaired by her own force. After careful inspection her officers reported her otherwise to be in perfect condition.

The Tennessee was a casemate broadside ironclad 200 feet long, with a beam of 48 feet. She was armed with six heavy Brook rifles, 100 pounds each in round numbers, two in each broadside, one pivoted forward and one aft; her ports, of which there were ten, were so arranged that the fore and after pivots could be fought in either broadside. She was entirely a home production of the Confederacy. The ship was built at Selma, the guns came from Richmond, the iron plating was made at Mobile from ore mined in Alabama. The casemate, a sort of deckhouse with slanting sides, was plated with iron armor varying in thickness from four to six inches. The plating was carried in an unbroken slant below the water line and then bent back inward to the hull, the knuckle angle so formed being filled with a solid wooden backing, which was a great protection against ramming. From the bows of the Tennessee a formidable iron spur projected below the water line. No wooden ship that floated could have survived a fairly delivered blow from that ram.

There were two or three fatal defects in her construction, however. Her engines were taken from an old iron river steamer and were woefully weak and inadequate; the method for closing her gun ports was faulty and the shutters working on pivots were liable to jam; but the most serious error of her designers had been in exposing the rudder chains by which she was steered on the open deck, without protection of any sort. In spite of these things, however, she was without doubt the most formidable vessel afloat.

By the time her inspection had been completed and the few minor repairs necessitated by the action had been made Farragut's fleet had reached the deep water above the middle ground, a shoal extending westward across the deep water, some four miles from Fort Morgan.

It was now about 8:45 in the morning when the lookouts discovered the Tennessee standing up the channel from the direction of Fort Morgan. The old admiral meant business, it was quite evident. The black smoke was belching from her tall stack as she came on single handed to attack the twenty-three vessels in the Union fleet which had already successfully encountered the gunboats, the fort and her.

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