"Some months afterwards a very fine blockade runner called the *Don,* under command of Captain Roberts (whose real name was Hobart, a son of the Earl of Buckinghamshire, and a post captain in the British Navy, who had obtained leave of absence in order to try his skill at blockade running), was brought successfully to Wilmington by Pilot St. George, who was there taken sick, and I was requested to assume his place.

"On my return to Wilmington in the *Don,* I relinquished this vessel to her former pilot, St. George, and made a contract with the agent in Wilmington of a firm which owned a number of blockade runners—a notable one being the *Hansa*—to pilot any vessels which he might designate and be subject to his orders at any moment, the term of engagement being three months.

"Immediately afterwards, I was ordered to proceed to Nassau in the blockade runner *Fanny* (formerly the *Orion*), and report to Captain Watters, of the blockade runner *Annie,* for duty on that ship.

"I remember that we left in the *Fanny* on Saturday night and arrived in Nassau before daylight on Tuesday morning, where I found the *Annie,* fully loaded and ready for sea, waiting for me. We accordingly left about 4 o'clock that afternoon and arrived without incident inside the Cape Fear Bar on the Friday night following.

"I made a second voyage through the blockade in the *Annie,* passing within a cable-length of two of the Federal fleet that failed to observe us.

"We again loaded the *Annie* in Nassau and cleared for Wilmington, but fell in with a hurricane shortly afterwards, and were obliged to heave to for about forty hours, and so lost our reckoning. Failing to get observations for three days, we waited until the gale subsided, and then anchored the ship in smooth water, by a kedge, until the captain succeeded in getting an observation of the North Star, by which he worked out his position. We then shaped our course straight for the blockade fleet off Fort Fisher.

"At that time, and subsequently, it was the custom for the flagship of the blockading squadron to carry a large light, and this, being the only one visible, often served the purpose of guiding the blockade runners until they could get the bearings of the Mound Light. On this particular night of May 6, 1864, we came very near running afoul of the Confederate iron-clad

ram *Raleigh* outside of the bar, but, supposing her to be one of the blockaders, got out of her way as quickly as possible.

"My term of three months' service having expired, I was proceeding in my skiff from Craig's Landing to Wilmington when I was overtaken by a very swift blockade runner, with two rakish funnels, a perfect model of its kind, called the *Lynx,* and, having been given a towline, climbed aboard and found, to my great surprise and delight, that the ship was commanded by my old friend, Captain Reed, who immediately requested that I would arrange to go with him, as his engagement of a pilot was only for the voyage inward.

"To this I consented on condition that General Whiting would approve it, and I received a few days afterwards a telegram to go on board the *Lynx* at Fort Fisher. I was in a hurricane on this ship in which she fared badly, her paddle-boxes, sponsons, and bridge-deck being partly washed away; but we at last limped into Bermuda and, after repairing damages, proceeded again to Wilmington.

"The longest chase of which I was a witness during the war occurred while I was on the *Lynx,* which was chased for fifteen hours by that very fast cruiser, *Fort Jackson.* The *Fort Jackson's* log and official report subsequently showed that she was making sixteen knots an hour, which at that time was considered phenomenal speed (the average blockade runner seldom exceeding fourteen knots an hour), and on this occasion I remember that the safety-valves of the *Lynx* were weighted down by the iron tops of the coal bunkers, which of course imperiled the life of every one on board, but increased the speed of the *Lynx* to more than sixteen knots an hour and enabled her ultimately to escape.

"After making two round passages in the *Lynx* and running the blockade four times in this vessel, several times under fire, I joined at Wilmington the Confederate steamer *Lilian* under the following peculiar circumstances:

"Quite a number of the Wilmington pilots had been captured by the enemy, and the force available for ships belonging to the Confederate Government waiting in Bermuda and Nassau was in consequence greatly reduced. The regular pilot of the *Lilian* was Thomas Grissom, and I was one of four extra pilots (the three others being Joseph Thompson, James Bell, and Charles Craig), who were ordered by General Whiting to proceed to Bermuda and take charge of certain ships to be