office. In fact, he objected to the use of his name, for the reason that he preferred the position that he then held in the army, and for the further reason that he thought he was too young to be governor. The people, however, thought differently and he was borne into office by a popular upheaval. With what energy and vigor he discharged his duties, how true he was in every way to his State and his people, are matters of history and need not be referred to here. He was inaugurated the ensuing September, and early in his administration he conceived the idea of purchasing for the State a steamer to run the blockade at Wilmington, bringing in supplies for our soldiers in the field and for our suffering people at home.[1]

"Capt. Thomas N. Crossan, formerly of the United States Navy, was accordingly sent to England with Mr. Hughes, of New Bern, where, in conjunction with Mr. John White, the agent of the State in England at the time, they purchased the fine side-wheel steamer *Lord Clyde,* then running between Glasgow and Dublin, which name before her advent into Southern waters was changed to that of *Advance* or *Ad Vance,* the latter in compliment to the distinguished war governor, through whose instructions and active influence the purchase had been made.

"In the spring of 1863 the *Advance* made her first successful trip through the blockaders and arrived safely in the harbor of Wilmington, bringing a large amount of much-needed supplies. The Governor was informed of her arrival and came to Wilmington immediately, and the next day, Sunday, went down on one of the river steamers with a number of his friends to the ship, which was lying at the quarantine station about fifteen or sixteen miles below the city. After spending several hours on board examining the ship and partaking of the hospitalities of its officers, it was determined to take her up to the city without waiting for a permit from the health officers, as it was assumed the Governor's presence on board would be a justification for the violation of quarantine regulations. Accordingly, steam was raised and she came up to the city and was made fast to the wharf in front of the custom house. This was objected to by Major Strong, aide-de-camp to General Whiting, as being in

[1]During the Revolution the State made heavy importations and had vessels engaged in running the blockade; and early in 1861 that precedent was again recommended, especially by Gen. J. G. Martin, the adjutant general of the State, and ample funds were provided. When Vance came in as governor the time was ripe for it, and he wisely carried the plan into execution.

violation of quarantine regulations, and he ordered the vessel to return to her quarantine berth. But the chairman of the Board of Commissioners of Navigation was sent for, and he gave a permit for the vessel to remain where she was, and for all persons who wished to land to do so.

"The *Advance* was a first-class ship in every respect and had engines of great power and very highly finished, and her speed was good. With a pressure of twenty pounds to the square inch she easily averaged seventeen knots to the hour, and when it was increased to thirty pounds she reeled off twenty knots without difficulty. Her officers were Captain Crossan, commander; Captain Wylie, a Scotchman, who came over with her, sailing master; Mr. Hughes, of New Bern, purser; Capt. George Morrison, chief engineer. The only objection to her was her size and heavy draught of water, the latter rendering it difficult for her to cross the shoals, which at that time were a great bar to the navigation of the river, and in consequence of which she could never go out or return with a full cargo of cotton or supplies.

"She ran the blockade successfully seven or eight trips, bringing in all kinds of supplies that were much needed by our troops and people, thanks to the energy and wise foresight of our patriotic war governor. The regularity of her trips was remarkable and could be forecast almost to the very day; indeed, it was common to hear upon the streets the almost stereotyped remark, 'Tomorrow the *Advance* will be in,' and when the morrow came she could generally be seen gliding up to her dock with the rich freight of goods and wares so greatly needed by our people. In the meantime, however, she had several narrow escapes from capture. Coming from Nassau on one occasion, the weather being very stormy and a heavy fog prevailing, she ran ashore opposite Fort Caswell and remained there for two days. The sea was so rough that the blockaders could not approach near enough to do her damage, and after discharging part of her cargo she was relieved from her perilous position and got safely into port. But the most exciting trip was one made in the month of July, 1864, from Bermuda. She had on board as passengers a number of prominent gentlemen, among them Marshall Kane, of Baltimore, Rev. Dr. Moses D. Hoge, of Richmond, Va., and others who had come down from St. Johns, New Brunswick, and joined the ship at Bermuda, and who were extremely anxious to reach the Confed-