ascertaining how the passengers would vote, and while many voted for McClellan, Maglenn observed that the officer's eyes brightened when any one voted for Lincoln. When, therefore, the officer stopped opposite to him and asked, looking at him very intently, 'Who do you vote for?' in a voice loud enough to be heard throughout the car, he answered, 'I cast my vote for President Lincoln.' The officer slapped him on the shoulder, and said, 'You are the right sort, my friend.' Several passengers then came up and shook hands with him. Maglenn was very happy when he had got well into Canada.

"After the war he was engineer on the Coast Line, master mechanic of the Carolina Central, and superintendent of motive power of the Seaboard. In all walks of life and in every association with his fellow-men he was honest, true, and faithful. He lived many years in Raleigh, where he recently died."

OTHER VESSELS FAMOUS IN BLOCKADE RUNNING.

In the second stage of blockade running, when steam was at a premium, a number of walking-beam boats of excellent speed, which had plied regularly between Southern ports and which had been laid up since the proclamation, were bought by Southern business men who became prominent in blockade running, and, after the removal of passenger cabins and conspicuous top hamper, were placed in this dangerous traffic. Of these may be mentioned the steamer *Kate,* previously known as the *Carolina,* upon the line between Charleston and Palatka; the *Gordon,* which was built to run between Charleston and Savannah; also the *Nina, Seabrook, Clinch,* and *Cecile,* which had plied on the same line. The *Cecile,* loaded at Nassau with a cargo of powder, rifles, and stores for Gen. Albert Sidney Johnston's army at Shiloh, struck a sunken rock off the Florida coast and went to the bottom in ten minutes. The officers and crew escaped.

Two steamers which formerly ran between New Orleans and Galveston became prominent as Cape Fear blockade runners; the *Atlantic,* renamed the *Elizabeth,* and the *Austin,* which became the famous Confederate steamer *Ella and Annie.* In the early morning of November 9, 1863, the *Ella and Annie,* under command of Capt. F. N. Bonneau, of Charleston, was

intercepted off New Inlet, near Masonboro, by the United States steamer *Niphon,* which attempted to press her ashore. Several other cruisers preventing the escape of the *Ella and Annie,* Captain Bonneau at once resolved upon the desperate expedient of running the *Niphon* down. He accordingly ran his ship at reckless speed straight at the war vessel, and struck it with great force, carrying away the bowsprit and stem and wounding three of the men. The *Niphon,* by quick movement, avoided the full effect of the blow, and fired all her starboard guns into the *Ella and Annie,* wounding four of her men. As soon as the vessels came together the *Niphon* carried the *Ella and Annie,* by boarding, and made her a prize. She afterwards became the United States flagship *Malvern.*

The *Governor Dudley,* of the Wilmington and Charleston route before the completion of the Wilmington and Manchester Railroad, which, prior to the war, had been put on the summer run between Charleston and Havana, made one or two successful voyages through the blockade to Nassau.

A Nassau correspondent of the *New York Times* on February 15, 1862, wrote: "On Tuesday last, the 11th of February, 1862, the old steamer *Governor Dudley* arrived from Charleston with 400 bales of cotton. The captain, fearing the cotton would go North if sold here, refused to take any price for it. After taking out a British register and changing her name to the *Nellie,* he left for Havana with a Nassau pilot on board to carry him across the [Bahama] Banks. He intends taking a return cargo to Charleston, and expects to be back here in about a month with more cotton. The *Nellie* is an old boat, nearly used up both in hull and machinery. Her speed is not over 8 or 10 knots, with a full head of steam." The other boats formerly comprising the Wilmington and Charleston line were probably too old for blockade-running service. The *Wilmington* was sold to run on the Gulf of St. Lawrence. The *Gladiator* went to Philadelphia, and the *Vanderbilt,* having been sold to New Orleans, foundered in the Gulf of Mexico while running the blockade.

Another old friend of the New York and Wilmington line, which was managed here by the late Edwin A. Keith, the *North Carolina,* rendered an important service to the Confederate Government by carrying through the blockade, as a passenger, the distinguished Capt. James D. Bulloch, naval representative of the Confederacy in Europe during the War between the