near Fort Caswell, and anchored at Smithville on the night the forts were evacuated; but immediately returned to Bermuda, arriving on the 21st, and carrying the news of the fall of Fort Fisher and the end of blockade running at Wilmington. Her arrival was timely, stopping the *Maud Campbell, Old Dominion, Florence, Deer,* and *Virginia.* Most, if not all, of these steamers now turned their prows towards Charleston, the last harbor remaining accessible; and, though the fall of that city was impending, yet a cargo might be safely landed and transported along the interior line to the famishing armies of the Confederate States. To that end Captain Wilkinson determined to make the effort, which was a brave and gallant one, but was ineffectual. The blockading fleet, reinforced from that off Wilmington, now closed every practical entrance; but it was not until after assurances from the pilot that entrance was impossible, that Captain Wilkinson turned back. The *Chicora,* more fortunate than the *Chameleon,* ran into Charleston, but, finding the city evacuated, ran out, despite the effectiveness of the blockade, and reached Nassau on the 28th. The *Fox,* less fortunate, ran into Charleston in ignorance of its capture and was seized by the Federal cruisers.

"Capt. John N. Maffitt, C. S. N., in the *Owl,* left Havana, about the middle of March, within a quarter of an hour after the United States ship *Cherokee* steamed out of the harbor. Passing Morro Castle, the *Owl* hugged the coast towards the west, followed by the *Cherokee,* the chase continuing for an hour or more. The *Owl* had speed, and Maffitt had the seamanship to 'throw dust into the eyes' of his pursuer by changing her coal from hard to soft, thus clouding the air with dense black smoke, under cover of which the *Owl* turned on the *Cherokee,* and, steaming away to the stern of the cruiser, disappeared in the darkness of night and storm."

## THE CONFEDERATE NAVY.

If the Federal Government was unprepared for naval warfare at the beginning of the civil strife, the Confederacy was even less prepared, for it could not claim the ownership of a single ship. In a conversation shortly after the war, our distinguished naval officer, Capt. John Newland Maffitt, said:



"The Northern Navy contributed materially to the successful issue of the war. The grand mistake of the South was neglecting her navy. All our army movements out West were baffled by the armed Federal steamers which swarmed on Western waters, and which our government had provided nothing to meet. Before the capture of New Orleans, the South ought to have had a navy strong enough to prevent the capture of that city and hold firmly the Mississippi and its tributaries. This would have prevented many disastrous battles; it would have made Sherman's march through the country impossible, and Lee would have been master of his lines. The errors of our government were numerous, but the neglect of the navy proved irremediable and fatal.

"Nobody here," he continued, "would believe at first that a great war was before us. South Carolina seceded first, and improvised a navy consisting of two small tugboats! North Carolina followed suit, and armed a tug and a small passenger boat! Georgia, Alabama, and Louisiana put in commission a handful of frail river boats that you could have knocked to pieces with a pistol shot! That was our navy! Then came Congress and voted money to pay officers like myself, who had resigned from the Federal Navy, but nothing to build or arm ships for us to command. Of course, it woke up by and by, and ordered vessels to be built here, there, and everywhere; but it was too late.

"And yet," said the captain, with a momentary kindling of the eye, as the thought of other days came back to him, "the Confederate Navy, minute though it was, won a place for itself in history. To the Confederates the credit belongs of testing in battle the invulnerability of ironclads and of revolutionizing the navies of the world. The *Merrimac* did this; and, though we had but a handful of light cruisers, while the ocean swarmed with armed Federal vessels, we defied the Federal Navy and swept Northern commerce from the seas."

Colonel Scharf, in his admirable *History of the Confederate States Navy,* says: "In many respects the most interesting chapter of the history of the Confederate Navy is that of the building and operation of the ships-of-war which drove the merchant flag of the United States from the oceans and almost extirpated their carrying trade. But the limitations of space in this volume forbid more than a brief review of the subject. The function of commerce-destroyers is now so well admitted as