an attribute of war between recognized belligerents by all nations of the world, that no apology is necessary for the manner in which the South conducted hostilities upon the high seas against her enemy; and, while Federal officials and organs styled the cruisers 'pirates' and their commanders 'buccaneers,' such stigmatization has long since been swept away, along with other rubbish of the War between the States, and their legal status fully and honorably established. We have not the space for quotations from Professor Soley, Professor Bolles, and other writers upon this point; but what they have said may be summed up in the statement that the government and agents of the Confederacy transgressed no principle of right in this matter, and that if the United States were at war today, they would strike at the commerce of an enemy in as nearly the same manner as circumstances would permit. The justification of the Confederate authorities is not in the slightest degree affected by the fact that the Geneva Tribunal directed Great Britain to pay the General Government $15,500,000 in satisfaction for ships destroyed by cruisers constructed in British ports.

"Eleven Confederate cruisers figured in the Alabama Claims settlement between the United States and Great Britain. They were the *Alabama, Shenandoah, Florida, Tallahassee, Georgia, Chickamauga, Nashville, Retribution, Sumter, Sallie,* and *Boston.* The actual losses inflicted by the *Alabama,* $6,547,609, were only $60,000 greater than those charged to the *Shenandoah.* The sum total of the claims filed against the eleven cruisers for ships and cargoes was $17,900,633, all but about $4,865,000 being caused by the *Alabama* and the *Shenandoah.* The tribunal decided that Great Britain was in no way responsible for the losses inflicted by any cruisers but the *Alabama, Florida,* and *Shenandoah.* It disallowed all the claims of the United States for indirect or consequential losses, which included the approximate extinction of American commerce by the capture of ships or their transfer to foreign flags. What this amounted to is shown in the 'Case of the United States' presented to the tribunal. In this it is stated that while in 1860 two-thirds of the commerce of New York was carried on in American bottoms, in 1863 three-fourths was carried on in foreign bottoms. The transfer of American vessels to the British flag to avoid capture is stated thus: In 1861, vessels 126, tonnage 71,673; in 1862, vessels 135, tonnage 64,578; in 1863, vessels 348, tonnage 252,579; in 1864, vessels 106, tonnage 92,052. Commanders of the Confederate cruisers have avowed that the destruction of private property and the diversion of legitimate commerce in the performance of their duty were painful in the extreme to them; but in its wars the United States had always practiced this mode of harassing an enemy, and had, indeed, been the most conspicuous exemplar of it that the world ever saw."

Since the foregoing was written by Colonel Scharf in 1887, there has been a growing aversion to privateering on the part of the principal commercial powers. A press association dispatch from Washington during the late Boer War said:

"The report from Brussels that former President Kruger is being urged to notify the powers that unless they intervene in the South African contest he will commission privateers is not treated seriously here. It is well understood, as one outcome of the war with Spain, that the United States Government will never again, except in the most extraordinary emergency, issue letters of marque; and the same reasons that impel our government to this course would undoubtedly operate to prevent it from recognizing any such warrants issued by any other nation, even if that nation were in full standing.

"In the case of the Spanish War, both the belligerents by agreement refrained from issuing commissions to privateers, and it now has been many years since the flag of any reputable nation has flown over such craft."

About the beginning of the year 1862, the Confederate States Government began the construction of an ironclad ram, named *North Carolina,* on the west side of Cape Fear at the shipyard of the late W. B. Beery, the drawings and specifications of the vessel having been made by Capt. John L. Porter, chief naval constructor of the Confederate States Navy, with headquarters at Portsmouth, Virginia.

The armament of the *North Carolina* consisted of one 10-inch pivot gun in the bow and six broadside guns of about 8-inch calibre. The timbers of the vessel were heavy pine and hardwood covered with railroad iron, giving the ram, when launched, the appearance of a turtle in the water.

The *North Carolina* was subsequently anchored for a long time off Smithville, as a guard vessel commanding the entrance to the river at the Main Bar, until she was gradually destroyed by the teredo, or sea-worm, and sank at her moorings, where, I believe, she still remains.