required. They were never exploded, however. I tried to explode them when the fort was evacuated, but did not succeed, as the batteries would not work. These torpedoes were large, carrying 400 pounds of powder. I think the Federal Government took them up after the war.

"Just before or during the attack on Fort Anderson, in January, 1865, a number of so-called floating torpedoes were sent to Fort Anderson to be placed between the fort and the fleet of the enemy, and were so placed by me under order of General Hagood, commanding at that place. These torpedoes were attached to floats of just sufficient buoyancy to keep them near the surface of the water and were provided with sensitive fuses, so that if touched they would explode. Twenty or more of them were taken down the river at night and located, as I have said, at different points in the channel. I think that a vessel, probably the transport *Thorn,* was blown up by one of these torpedoes after we evacuated the fort, and the rest were removed by the Federal Government. There were no torpedo boats used in the Cape Fear."

Since the above information was furnished by Captain Martin, I learn that during the war a number of torpedoes were chained and anchored by the Confederates in the following named channels of Cape Fear River, leaving open a limited space for the passage of blockade runners under the pilotage of specially detailed men who were entrusted with the secret knowledge of these mine fields. Capt. E. D. Williams, the present harbor master of the port of Wilmington, was one of the persons entrusted with this secret defense against the Federal fleet. He tells me that the first mine was planted three miles below Wilmington at a point in the ship channel opposite Hart's Vineyard, the second was at Orton Cove, near Fort Anderson at Old Brunswick. This one blew up the Federal transport *Thorn.* The third mine was anchored outside New Inlet Rip near Fort Fisher. A fourth and last one was outside the Rip near Fort Caswell.

A number of these torpedoes were brought up with the anchors of merchant vessels for two years after the war, but no premature explosions occurred. A torpedo boat named *General Whiting* was brought into the Cape Fear the last year of the war by a blockade runner, from England, but proved to be too small for effective use. At the end of the war she was sunk in the river near Point Peter.

Peace Restored

RESUMPTION OF CAPE FEAR COMMERCE.

After the four years' war, the trade and commerce of the Cape Fear gradually returned to normal conditions. At first there was a large coastwise trade by sailing vessels, chiefly schooners of 150 to 600 tons, and a larger volume of business direct with Europe and the West Indies in foreign bottoms, consisting of brigs, barques, and sometimes of full-rigged ships, of British, German, and Scandinavian origin. The exports were naval stores—spirits turpentine, rosin, tar—and some cotton to Europe, and lumber to the West Indies.

For many years after the war Wilmington maintained first place in the turpentine and lumber trade, and there were as many as a hundred sailing vessels in port at one time. As the cotton trade increased it was taken up by this class of vessels; but in 1881 the new era of steam appeared in the arrival of the British steamer *Barnesmore,* chartered by Alexander Sprunt & Son, which loaded a cargo of 3,458 bales of cotton, 673 casks of spirits turpentine, and 550 barrels of rosin. Much ado was made of this occasion, and a banquet and speech-making accentuated its importance to the community; but in his letter of acknowledgment to the president of the Chamber of Commerce, under whose auspices the event was celebrated, Captain Trenery, of the *Barnesmore,* regretted to say that the depth of water in the Cape Fear was not sufficient to encourage further steamer trade. He, however, complimented his enterprising agents for loading into his ship in nine days 3,458 bales of cotton. A few weeks ago the same firm loaded one of many cargoes within nine days, and this cargo consisted of 20,300 bales of cotton valued at a million and a half dollars, yet it caused scarcely a ripple of remark in these progressive times; but the contrast of the *Barnesmore* with the *Holtie* is an object lesson in the development of Cape Fear commerce. The *Barnesmore's* draft was 14 feet. The draft of the *Holtie* is 20 feet, with seven to eight feet to spare underfoot in the river channel, which now shows 27 to 28 feet from Wilmington to the sea.