TRUE PIRATE STORIES.

CAPTURE OF THE CHESAPEAKE BY BRAINE AND OTHERS.

How it Was Carried Out by Quick Work-The Shooting of Schæffer-The Steamer Recaptured at Sambro-Exciting Incidents After the Arrival at Halifax.

The steamer Chesapeake left New York at 4 o'clock on the afternoon of Saturday, the 5th of December, 1863, on her regular trip to Portland, Me., a voyage that usually required about thirty-six hours. The steamer was owned in New York by Henry B. Cromwell, and was in command of Captain Isaac Willett, an experienced master who had followed the sea for thirty the stewardess, numbered eighteen persons, and there were twenty-two passengers, a ber. small number as compared with the lists of those carried the previous summer and autumn. The cargo was a large and valuable one, much of it being cotton and wine. From the fact that the state of Maine had then, as now, a prohibitory law, it may be inferred that the wine was for medicinal and mechanical purposes, but that it was shipped in large quantities for Portland, is recorded for all time on the oath of Daniel Henderson, mate.

Among the passengers were John C. Braine, Brooks, Collins, Clifford, Seely, McKinney, Wade and five others. make her trip. They came on board without tickets, and when the fares were sight, having had him as a passenger from his observations as to the easiest way in which a capture could be effected.

Nothing unusual occurred during Saturday night and Sunday. At midnight on the latter day the second mate, Daniel Henderson, finished his watch, went to his room and was soon asleep. Captain Wilin charge of the chief mate, Charles Johnston. At one o'clock the Chesapeake was to be struck.

The body of armed men had everything their own way, of course. With part of the officers and crew asleep and the others unsuspecting any design against them, it could not well be otherwise. The surprise was complete, and the only man, apparently, who talked of resistance, was shot dead on the spot and his body thrown overboard.

This was Orrin Schæffer, the second engineer, who was in charge of the engines at the time of the attack. He was a tall, powerful man who would be likely to defend himself, but the stories as to how far that resistance justified the crowd of armed men in killing him do not agree. It was atterwards claimed by Braine that Schæffer fired three shots from a revolver and attempted to clear the deck with the apparatus for throwing scalding water, but it was averred by others that Schæffer did not even have a pistol. As to the use of the hot water apparatus, it would have been difficult for him to have managed it alone, and he could not have got it ready in less to get steam on, but was told that it could than twenty-five minutes.

Charles Johnston, the chief mate, was also shot at and wounded in the left arm and the right knee. The chief engineer, James Johnston, had been awakened by the shots, and hurrying out on deck found the body of Schæffer lying at the engine room door. There was no life in it. The chief engineer then went below, where he was met by David Collins, who put a pistol to his head. Johnston caught his arm and told him to "hold on." Then another man, supposed to have been Brooks, shot at Johnston, the ball taking effect in his

Captain Willett had been aroused by the chief mate, when Schæffer was shot, and going on deck was also fired at. Several Parr put a pistol to his tace, told him he was a prisoner in the name of the Southern Confederacy, and caused him to be secured with handcuffs.

Six of the 22 passengers had bought tickets in New York, and did not appear to be of Braine's party. One of them, however, Robert Osborne, formerly master of the schooner Fellow Craft, was made pilot. The other five passengers were not interfered with in any way. Four of them were from the State of Maine, while the other belonged to New Brunswick. Chief engineer Johnston was put in charge of the Investigator. Could some of the newsengines under guard, and the firemen of the Chesapeake were also put at work under similar restrictions.

Braine was now in full command of the Chesapeake; every part of the steamer was guarded and such of the crew as were not tah arrived in Halifax with their prize, the required for work were kept in the fore- rumor spread that three British subjects, castle. The name "Chesapeake" on the captured in British territory, were a steamer was painted out, and the distin- the Dacotah. Several citizens of Halifax guishing yellow streaks on the smokestack | at once laid the matter before General Sir were changed to black. The course was shaped for Grand Manan, and the steamer government, and he issued an order that reached Seal Harbor about 7 o'clock on no United States vessels then in port were

ed their course up the Bay of Fundy. Parr took Captain Willett to his room, for sending them ashore. At that hour a that was on exhibition. where he was handed a copy of Captain large number of people gathered at Parker's instructions to Braine to capture the Queen's wharf to receive them. the steamer. He was then ordered to give up his coasting license, the papers relating to the cargo, and the \$87 in money which he had collected from Braine as There was another man there officially, but "What's he mad about, then?"

"Well, it was a picture of cows, and it was awarded the prize for the best picture of sheep."

They were then a short distance below in uniform, who had a warrant for the Dipper Harbor and were soon atterwards hailed by the pilot boat of George Mulher- murder of Orrin Schæffer. rin, of St. John. The steamer was stopped and two men came aboard from the pilot boat. One of them was called "Mr. McDonald" and the other was Captain Parker, termerly known as Vernon G. Locke, tormerly of Shelburne and now captain of the Confederate privateer Retribuion. Parker took com-mand of the Chesapeake and steamed for Dipper Harbor, where the captain, passengers and crew, except the engineers and three fishermen, were put on board the pilot boat, which had been taken in tow. Osborne remained with the Chesapeake. The steamer then proceeded up the bay, until it was about three miles below Partridge Island, where deal of indignation was felt and expressed years. The crew, all told and including the pilot boat was cast off. Captain Wil- by the crowd in waiting. As the boat on Wednesday morning, the 9th of Decem-

The news of the capture of the Chesapeake created great excitement in St. John, where so many of those engaged in the adventure were well known. There were not wanting rabid sympathizers with the pro-slavery party who applauded the action of Brain and his men, but on the other hand it was freely characterized as an act of piracy and murder. All sorts of rumors were current as to other projected enterprises of the same kind, and so much was danger apprehended that before the steamer New England left for Eastport, Portland and Boston, on her regular trip, a search was instituted among the passen-gers for concealed weapons. Chief of name!" Wade got away, however, and Robinson, Gilbert and Robert Cox, Parr, Police John R. Marshall, with some of his men, was present during the search, for which he was roundly rated Braine and his St. John recruits had left the by some of the newspapers, until latter city by the Boston boat about the it was shown that he was merely first of December, reaching New York there to prevent a breach of the peace, a day or so before the Chesapeake was to and took no part in the searching. The

among the passengers. collected Braine paid over \$87 tor passage | charge of Parker, had steamed down the | that the case excited a vast amount of inmoney. Captain Willett knew Braine by bay, and around the Nova Scotia coast to terest. Attorney General Johnson was Shelburne, encountering a heavy gale, with snow, on the passage. At Shelburne New York to Portland about a fortnight a quantity of the cargo, -flour, sugar, tobefore, at which time Braine was making bacco and port wine, was put ashore, some of it being exchanged for wood and coal and the rest, presumably, sold at a low figure. The steamer lay at Shelburne, until after the following Sunday, the 18th, and during this time Braine left the vessel and made his way to Halifax. At Petit made brief statements of the case. The Riviere, 25 miles from Liverpool, two men, three were held in a joint bond of \$800 one of them a former U.S. consul, at- each, with two sureties for \$400 each to tempted to arrest him. He demanded appear at the supreme court in April. lett was also asleep, and the steamer was their authority and they applied to a magistrate, who refused to interfere. They then attempted to take Braine by force, but the bystanders interfered and he was about twenty miles north-north-east of Cape allowed to pursue his journey. He reached Cod. The hour had arrived for the blow Halifax, and disappeared from there, but he arrived in St. John by train on the evening of the 21st of December.

From Shelburne the Chesapeake went to La Have, got some wood from a schooner and disposed of some of the cargo. Thence they went to Sambro, 20 miles trom Halifax, to which latter city Parker went, returning with a schooner load of coal, two engineers and two firemen. The Chesapeake began to take in coal at two o'clock in the morning of Thursday, the 17th. She lay about four miles inside of Sambro, and one and a half miles from the

There had been another arrival at Halifax in the interval. The U.S. gunboat Ella and Annie, in command of Lieut. Nichols, arrived there on Tuesday, took coals at Cunard's wharf and heard of the Chesapeake's being around the coast. Thereupon the gunboat steamed for La Have and from thence to Lunenburg, where word was received that the captured steamer was in more than one. Her Majesty is an ex-

Very early Thursday morning while Johnston was preparing to leave the vessel Parker was surprised by the appearance of and Annie. Parker ordered the engineer suitable place for portrait taking, the only not be done in time. Then he proposed to scuttle the vessel, but the rapid approach of the pursuer rendered this out of the question. Thereupon Parker and his men got away from the Chesapeake as fast as they could, most of them going ashore, though Wade got aboard the schooner Investigator and concealed himselt.

Parker having thus abruptly given up his command, Johnston hoisted the stars and stripes upside down and the gunboat was soon alongside. The flag was righted, and Lieut. Nichols took charge. Quick as had been the original capture of the Chesapeake, the recapture was even more

It was at first the intention of Lieut. Nichols to take the steamer to Eastport, Me., but atter getting out of the harbor he reported to the U. S. S. Dacotah, and was ordered to take the prize to Halitax and other shots were fired at him, and finally hand her over to the civil authorities for adjudication. This was the proper course, for the capture of a vessel in neutral waters and carrying her to a United States port would have led to a good many complications. The vice-admiralty court subsequently awarded the Chesapeake to her owners, on their giving security for any claims that might arise against the vessel

or cargo. Betore leaving Sambro, Lieut. Nichols had searched around the harbor and captured three of the fugitives. One of them was George Wade, who was aboard the papers have their way, this act would have been magnified into another Trent affair. As it was, nothing more was heard of the

alleged outrage. When the Ella and Annie and the Daco-Tuesday mourning. There they lay at to leave until the matter was settled. The anchor two or three hours and then resumsurrender the men, however, and 1 o'clock After leaving Grand Manan, Braine and that day, January 19, was the hour fixed

[Registered in accordance with the Copyright Act.] passage money for the party. He, of in a different kind of a way. He was Lewis course, had no resource but to comply. Hutt, of the Halifax police force, but not

Dr. W. J. Almon (now Senator Almon) who had interested himself in securing the release of the prisoners, was among the spectators. In company with him were Dr. Peleg Wiswell Smith, afterwards sheriff of Digby, and Alex. Keith, jr., nephew and partner of Alex. Keith, the wealthy brewer. These stood pretty close to the spot where the boat from the Dacotah was to land the

At the appointed hour, a boat was seen approaching, and in it were the three men who were to be liberated. That they were still prisoners, however, was plainly proclaimed by the fact that they were handcuffed. a circumstance at which a good lett and the others reached St. John early drew in to the wharf a number of interested persons were crowded together at the landing. A moment later the three prisoners

had stepped ashore and were free men. Policeman Hutt did not propose that all of them should remain so. As quickly as the release was made he stepped forward to arrest Wade, but as he did so there was a hustle in which several of the leading citizens took part. Dr. Almon got between Hutt and Wade, while Dr. Smith and Mr. Keith were also conveniently in the way. There was another boat close at hand and evidently not there by mere chance-and Wade, jumping into it, made his escape. Hutt drew a pistol, but it was jerked from his hand, and he excitedly shouted, "Stop was not afterwards arrested. He is now, I believe, living in one of the up river counties of this province.

Hutt laid intormation against Drs. Almon and Smith and Mr. Keith for interfering with the police in the discharge of and took no part in the searching. The investigation disclosed only one revolver the mayor, P. C. Hill, and Ald. Roche, father of Wm. Roche, M. P. P., sitting as In the meantime, the Chesapeake, in magistrates. It will be readily understood present on behalf of the crown, while the accused were defended by J. W. Ritchie, Q. C. The witnesses examined were Policemen Hutt. Hood and Burke, City Marshal Cotter, Sheriff Sawyer, Lieut. Regne, 19th Regiment, and W. Myers Gray. The accused pleaded not guilty, Dr. Almon making an elaborate speech on his own behalf, while the others When the court met, however, the grand jury found no bill, and so the matter ended. The arrest of others of the Chesapeake's

captors and the proceedings in St. John on the charge of piracy and murder will require another paper. ROSLYNDE.

Photographing The Royal Family. Count Ostronog, the well known society photographer of London talks interestingly about his art and his experience in a recent number of Women at Home. Speaking of taking portraits of the royal family he said: "Yes, we have taken nearly all their portraits, I believe. Her Majesty the Queen will communicate with us, fixing a date. Upon the day appointed we proceed with a camera, backgrounds, etc., to Windsor, where Her Majesty is photographed in a studio, which was, I believe, originally used by the late Prince Consort. one of whose hobbies was photography. Some photographers have three or four cameras going at once, so that they may be sure of the result, but we have never had cellent sitter, most gracious, kind and considerate. The Princess of Wales always makes a admirable photograph, although in the care of the new engineer, Capt. she is taken under the most disadvantageous circumstances possible; at Maria gunboat in the harbor. It was the Ella borough House there is absolutely no spot where suffi ent light can be obtained for the purpose is a sort of veranda. But, as I before remarked, the Princess always makes a good photograph; her features are so regular and so peculiarly adapted to portraiture that it would be almost impossible to produce a bad picture. The Duke of Connaught is one of the few members of the Royal Family who have honored us with sittings at our studio."

A Victory For The Colonel.

Notwithstanding Colonel Bangs is only a militia colorel, and never had a title in his life until a year ago, he does not like to air his colonelcy on all occasions, and for some time he has looked with disfavor upon the cards of his wife, which read: "Mrs. Colonel Bangs." The other day she told him to order her some more cards. "Certainly, my dear," he responded, for the colonel is as gallant to his wife as most men are to other women, "but if I do I shall have that 'colonel' omitted." "Oh, no," she protested; "what do you

want to do that for ?" "Because it shouldn't be there." "Why not? It is only a designation of who I am, and you are Colonel Bangs, aren't you?"

"Of course, I am." "Then why am I not Mrs. Colonel Bangs ?" The colonel bowed. "For the same rea-

son, my dear," he responded, "that when I was Mr. Bangs, you were not Mrs. Mr. Bangs," and the colonel won a victory.

Three Kinds of Wine.

The head waiter goes the round of the tables collecting orders. "What wine will you take, sir ?" First Customer: "A bottle of ordinary

Second Ditto: "A bottle of Saint-Este Third Ditto: "A bottle of Pomard." A minute later, through the door incau-

tiously left ajar, all the diners he ard with stupefaction these words proceeding from the butler's pantry :-"Calixte! Three bottles of red!"

"Daubs is mad as hops about his picture "Wasn't it noticed?"

"Yes, took a prize." "What's he mad about, then?" The Swallow as a Carrier.

Mr.H.Kaye, the landlord of the "Cross Keys Inn," Oldham, Eng., has made an experiment which goes to show that the swallow may yet become valuable as a carrier. Mr. Kaye keeps a number of pigeons, and lately a swallow built in the cote. This swallow he caught, and after cutting its tail, he sent it along with some pigeons to Stafford, a distance of fifty or sixty miles, giving instructions that it was to be let loose at the same time as the homers. The instructions were carried out, and one of the first birds to arrive at Delph was the swallow.

Applying a Sure Test.

"Mr Dinguss," said the young man, twirling his hat nervously, "I have called to ask you for your daughter Phæbe. I am not rich, but I have good business pros-

"Young man," interrupted the parent, eyeing him keenly, "before we discuss this matter further will you oblige me with a

"I will not, sir," replied the youth firm-"Then take her, my boy," said Mr.Dinguss. "You've got more sense than I

thought you had.' The Founder of the Japanese Navy. The founder of the Japanese navy was an Englishman named Will Adams, who went to the Eastern seas as pilot of a Dutch fleet in 1598, and was cast away in Japan a couple of years later. He became a Japanese noble and constructor of the navy to the Tycoon, but was never allowed to return to England. He died about twenty years afterwards, very ingeniously leaving half his property to his wife and family in

From Different Standpoints.

Japanese wite were discovered.

Japan. After his death he was deified.

A few years ago his tomb and that of his

Five-year-old Flossie had been battling with her mother all day. "There, child, said the latter on putting the child to bed, "sleep well, and don't be so cross when you wake up."

"I notice," retorted little Flossie, "when it's me you say "cross;" when it's you, you say 'nervous."

Rudyard Kipling, of Vermont, is now mentioned as the new laureate of England. This resident of Europe, Asia and America might make a good laureate; but it would be a little inconvenient whenever a new princess was married to have to hunt all over the planet to find the laureate to celebrate the event in verse.

Chaplain-"This prison is run on wise and modern plans. You can occupy yourself at the tasks you prefer. If you have a trade or business, you can work at that. Have you one ?" Number 2248-"Yes, sir; but I don't s'pose there's much show for me here: I was an æronaut, boss."

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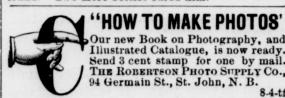
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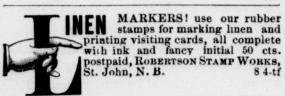
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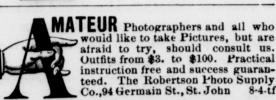
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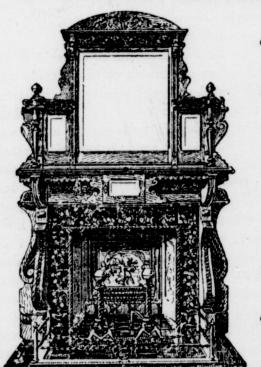
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