



OUR CONFEDERATE NAVY. LIST OF OFFICERS FROM VIRGINIA AND NORTH CAROLINA.

WAR RECORDS PUBLICATION. Pamphlet Giving Brief Sketch of Each of the Patriots Who Served in the Naval Establishment of the South.

Continued from last Sunday's Dispatch. Littlepage, Hazdin Beverly—Born in Virginia. Appointed from Virginia. Resigned as acting midshipman, June 18, 1861. Acting midshipman, June 18, 1861. Master in line of promotion, October 15, 1862. Second Lieutenant, January 1864, to rank from June 25, 1863. First Lieutenant, provisional navy, June 2, 1864. To rank from January 6, 1864. Served on C. S. S. Virginia, 1861-62. Participated in the battle of Hampton Roads, March 8-9, 1862. Participated in engagement at Drewry's Bluff, May 15, 1862. Detached from Drewry's Bluff, July 26, 1862, and ordered to C. S. S. Chickadee, detached on November 16, 1862, and ordered to C. S. S. Atlanta, 1862-63. Passenger on steamer Margaret and Jessie when chased by U. S. S. Rhode Island, May 30, 1863. Special duty abroad, 1864. C. S. S. Virginia (No. 2), 1864-65. Semmes naval brigade, 1862.

Littlepage, William R.—Born in Virginia. Appointed from Virginia. Acting master's mate (no date). Acting master's mate, provisional navy, June 2, 1864. Served on C. S. S. Richmond and Nansamond, James-river squadron, 1861-62.

Loyal, Benjamin Pollard—Born in Virginia. Appointed from Virginia. Formerly Lieutenant, U. S. Navy. First Lieutenant, November 28, 1861. First Lieutenant, provisional navy, June 2, 1864, to rank from January 6, 1864. Served on C. S. S. Rhode Island, 1861-62. Participated in Johnson's Island expedition, October 1863. Special duty, 1864. Commanding C. S. S. Neuse, 1864. Participated in expedition for the capture of U. S. S. Underwriter, February 2, 1864.

Lynch, William F.—Born in Virginia. Appointed from Virginia. Resigned as acting engineer, May 21, 1861. Second assistant engineer, provisional navy, June 2, 1864. Served on C. S. S. Chickadee, 1862-64. C. S. S. Tallahassee, 1864. C. S. S. Fredericksburg, 1864. James-river squadron, 1861.

Lynch, William F.—Born in Virginia. Appointed from Virginia. Resigned as acting engineer, May 21, 1861. Second assistant engineer, provisional navy, June 2, 1864. Served on C. S. S. Chickadee, 1862-64. C. S. S. Tallahassee, 1864. C. S. S. Fredericksburg, 1864. James-river squadron, 1861.

McCarrick, Patrick—Born in Ballana. County Mayo, Ireland, 1821. Resident of Virginia. Appointed master, North Carolina naval navy by Governor Warren Winslow, June, 1861. Assigned to steamer Winslow, as master and executive officer, under command of several vessels. Participated in capture of several vessels. Participated in capture of the State of New Jersey, and in the North Carolina transferred her vessels. Participated in defense of Fort Hatteras against Burnside's expedition. Commanded steamer Winslow, November 1861. After steamer was lost, ordered to command French corvette Proney, wrecked in the breakers. Officially thanked by French Government for the service. Assigned to Seabird, Commodore Lynch's flagship, fitting out at Norfolk. Under command of Commodore Lynch, when in tow of United States steamer Express, in Hampton Roads. Pursued and subjected to heavy fire from three United States gunboats; land from three United States gunboats; protection schooner safely under the protection of Seabird, under Commodore Lynch, in Roanoke Island fight. Commanded Seabird when sunk and captured by fleet under Commodore Rowan at Elizabeth City, N. C. Paroled February 12, 1862. Paroled. After exchange July 12, 1862. Paroled. Attached to command steamer Charm, at Yazoo City, Miss. Participated in defense of Vicksburg. Escaped after surrender of that city, and reported to Naval Station, Washington, N. C., October 2, 1862. Station, Wilmington, N. C. Lee, Commander John Wilkinson, with expedition to free Johnson's Island prisoners. Returned to Wilmington, via Bermuda. Charge of Commander Wilkinson attached to steamship North Carolina at close of war.

McCarrick, James W.—Born in Virginia. Home Virginia. Transferred 1861 from Twelfth Virginia Regiment to Confederate navy. Attached to Seabird, at Norfolk navy-yard. Attached to Seabird until sunk, and taken prisoner, Elizabeth City, N. C. Paroled February, 1862. Exchanged for officer of steamer captured from Middleman Charles K. Richmond, Virginia. For papers conveyed to navy-yard Selma, Ala. Served later on Confederate steamships Tuscaloosa, Battle, and Tennessee at Mobile, and at Mobile bay, and on steamer Macon, Savannah, and on Savannah battery at Bull Bluff, below Augusta, after surrender of Savannah. Paroled from steamship Macon at Augusta, Ga., after Johnson's surrender.

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McClintock, William F.—Born in Virginia. Appointed from Virginia. Formerly surgeon, U. S. Navy. Surgeon, June 10, 1861. Surgeon, October 2, 1862, to rank from June 10, 1861. Marine station, Richmond, 1862-63.

McCluskey, James G.—Born in Virginia. Appointed from Virginia. Gunner, July 1, 1861. Gunner provisional navy, June 2, 1864. Ordnance duty, 1862-63. Ordnance works, Richmond, 1863-64.

McFoy, Charles A.—Born in Virginia. Appointed from Virginia. Master in line of promotion, March 10, 1862. Master not in line of promotion provisional navy, June 2, 1864. Ordnance department, 1863-64. Bureau of Ordnance and Hydrography, 1864.

McGuire, Edward—Born in Virginia. Appointed from Virginia. Master not in line of promotion provisional navy, June 2, 1864. Prisoner, 1864.

Melntosh, Charles F.—Born in Virginia. Appointed from Virginia. Formerly commander, U. S. Navy. Served in the Virginia Navy. Wounded in battle April 24, 1862, and died May 17, 1862. Fort Nelson Naval Hospital, Elizabeth River, Va., 1861. C. S. S. Louisiana, Mississippi naval defenses, 1862.

Mallory, Charles K. Jr.—Born in Virginia. Appointed from Virginia. Acting midshipman, June 12, 1861. Died June 1, 1862, from the effects of boiler explosion. Served on C. S. S. Beaufort; participated in the battle of Hampton Roads, March 8-9, 1862; commended for gallant conduct. C. S. S. Virginia, 1861-62.

Manning, Edward W.—Born in Virginia. Appointed from Virginia. Formerly first assistant engineer, U. S. Navy. First assistant engineer, June 14, 1861. Chief engineer, December 2, 1862, to rank from October 2, 1862. Naval station, Wilmington, N. C., 1862-64.

preserves it. He also served at Mobile James-river squadron, 1863-64.

McCarthy, R. L.—Born in Virginia. Appointed from Virginia. Master not in line of promotion, March 3, 1861. Special duty, 1862-63.

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THE RAM ALBEMARLE. A BRIEF HISTORY OF HOW SHE WAS BUILT. A LESSON IN PERSEVERANCE. The Career of Her Constructor—A Cornfield Turned Into a Shipyard—Great Difficulties Overcome—Hazardous Undertaking.

(Written for the Dispatch.) The ironclad ram Albemarle was built for the Confederate Government, not in a public navy-yard, but in a corn-field on Roanoke river, in Halifax county, N. C., about twenty miles below Weldon, on a farm owned by James N. Smith, Esq., a prominent, highly-respected, and patriotic citizen of that county. The vessel was constructed under a contract with the Confederate Navy Department by Gilbert Elliott, who employed the carpenters and laborers and furnished the materials and equipped the boat, under the supervision of Commander James W. Cooke, of the Confederate States navy, a native of North Carolina. Gilbert Elliott, the son of Gilbert and Sarah A. Elliott, was born in Elizabeth City, N. C., on the 10th of December, 1842. When the war commenced, in 1861, he was a clerk in the law office of William F. Martin, who, in addition to his law practice, owned a ship-yard and a number of negro shipmen. Martin took a contract with the Confederate States Government to build three wooden gunboats at Elizabeth City, but he was soon elected colonel of the Seventh Regiment of North Carolina Volunteers, went to the front, and was captured. The fall of the Confederacy had the effect of turning Elliott to look after the business management of his ship-yard, with James F. Snell as the boss carpenter. In February, 1862, the Federal fleet captured Elizabeth City. The three wooden gunboats were burned on the stocks, and Gilbert Elliott took the tools, equipment and carpenters to a point on the Elizabeth river, near Norfolk, and commenced the construction of another wooden gunboat there. Norfolk soon fell into the hands of the enemy, and Elliott moved his plant and carpenters to North Carolina.

On Midsummer-eve we arrived at 300 kilometres south of the Lena Delta. The expedition had traveled backwards and forwards near the delta, putting ourselves in communication with the natives, who gather here during the summer from different quarters and are retained by the natives through the winter, as well as through Russians, obtained information from the regions along the coast to the Polar Sea, from Anabar in the west to Yulagora in the east, the traces of the Andree expedition had been found in many places. We have also seen drawings of things belonging to the Andree expedition, together with written messages, to different parts of Northern Siberia, promising rewards to any one who would deliver a rodent skin to the expedition. We have had authentic information from natives who went to the New Siberian Islands last March, and came back in April with mammoth tusks, that no sign of the expedition had been observed on the islands, besides the most distant one, New Siborda. But Andree knew very well that on that island there is no depot of food laid up. On the other hand, it is not certain that the expedition had been there, although their guardian, who receives a certain sum annually to keep them in good condition, assures us that this is the case. Some natives, who seem to be reliable, have, however, testified that a large box of supplies had been broken up and emptied, and nothing has been put there in its place.

On our first arrival at Bulun, where we obtained information from the New Siberian Islands, we found that the expedition had been there during the summer westwards to Anabar and Chantana, where we intended visiting the natives, who used to pomadize northwards, on the eastern side of the Saimyr Peninsula. To do this we arranged with the reindeer herders and two men to take us and our things to Chantana, about 1700 kilometres, for the sum of 700 rubles. But first we had to go 300 miles further north to the Lena delta, where the reindeer herders and two men to take us and our things to Chantana, about 1700 kilometres, for the sum of 700 rubles. But first we had to go 300 miles further north to the Lena delta, where the reindeer herders and two men to take us and our things to Chantana, about 1700 kilometres, for the sum of 700 rubles.

PLANS DRAWN BY PORTER. The plans of the Albemarle were drawn by Naval Constructor John L. Porter, at Norfolk navy-yard, modeled somewhat after the Virginia, and as before mentioned, the actual putting together of the vessel was the work of James F. Snell, and among the negro slaves, who worked so cheerfully as the white men, Elliott and rendered efficient service as a planter. Mr. Snell was a North Carolina citizen of Halifax—Peter E. Smith, Esq.—now a resident of Scotland Neck, in that county, became associated with Elliott and rendered efficient service as a planter. Mr. Snell was a North Carolina citizen of Halifax—Peter E. Smith, Esq.—now a resident of Scotland Neck, in that county, became associated with Elliott and rendered efficient service as a planter.

When the time came to put on the iron plates the work was found to be very tedious, as the boring had to be done by hand, and the iron plates were put in operation a drill which cut through the iron like an auger through an oak plank, and the plating was then speedily and effectively done. When the hull was completed, the Albemarle was given to the Washington Government for a patent on his useful invention, but he found that about the same time that he had made his drill some ingenious Yankee had invented one exactly similar, and his patent for it.

The history of the Albemarle, her construction, her famous battles, and her destruction by a torpedo, are recorded in the Century War. Various other facts are given in a lecture delivered by Gilbert Elliott, in the city of St. Louis in 1887, but the narrative omits mention of the service rendered by himself, as first engineer commander, at Plymouth. Before reaching that town, Cooke learned that a line of torpedoes had been stretched across the river to blow a hole in the bottom of his craft, and he came to anchor.

A HAZARDOUS UNDERTAKING. During the night Elliott suggested to MALARIAL AND TYPHOID FEVERS. Malarial and typhoid fevers are the most dangerous diseases which attack the human race. They are caused by the malarial and typhoid germs, which are found in the blood of the human race. They are caused by the malarial and typhoid germs, which are found in the blood of the human race. They are caused by the malarial and typhoid germs, which are found in the blood of the human race.

WOMEN. Women, pale and nervous, all dragged out, victims of headache, nervous spirits, and incapacity of taking the least of beautiful life—such are the victims of malarial and typhoid fevers in our country to-day. Now there is no need of this. These women can be cured; life can be made enjoyable for them, and happiness their possession. Dr. Greene, 35 West Fourteenth Street, New York City, the eminent specialist, is constantly curing such cases as these. Get his address. You can consult Dr. Greene by mail, free of expense. He can cure you, weak women and weak men. Write to him at once. Don't delay a day.

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SOME GREAT PLOTS. A SKETCH OF SEVERAL FAMOUS CRIMES AND CONSPIRACIES. MURDER WILL NOT ALWAYS "OUT."

(For the Dispatch.) Readers of history and romance who possess a touch of imagination are most interested when the passions involve the characters in criminal combination and dramatic situations. But it is curious that, though the motives are still the same, the methods of crime are more complicated as civilization advances. The primitive conspiracy was generally as simple as to "kill a king and many with his brother," or to assassinate Caesar; but the consequences are what constitute the attraction in every case. The Battle of Philippi, the rage of Octavius against his associate for slighting his sister in favor of Cleopatra, the marriage of the Anthonys with a golden chariot by four Numidian lions, and the suicide of the infatuated lovers, all combined to make a tremendous drama before the theme was touched by Shakespeare.

THE MODERN CONSPIRATOR. The modern conspirator begins with more subtlety and secrecy, for the shadow of the detective has more warning in it than the royal guards or any ancient minister of the law. A recently published list of murder mysteries was compiled upon a denial of the maxim that murder is out, and the writer satisfied himself that a shrewd criminal might play his game with more than even chances. The most attractive conspiracies are those that contain a counter plot, as is charged by the defendants in the murder of the late President Lincoln, in which a distinguished personage is charged with combining with others to use the money of a bank unlawfully, while the State prosecutors are confronted with the evidence of a political conspiracy to defame the statesman and his party. The District Attorney declares with dramatic effect in court that the defendants' lawyer threatened him with violence in order to deter the prosecution, and the jury, at present pending, in which a distinguished personage is charged with combining with others to use the money of a bank unlawfully, while the State prosecutors are confronted with the evidence of a political conspiracy to defame the statesman and his party.

THE HAYES MATTER. One of the most remarkable of these historical plots which is known as the "Hayes conspiracy," of which politicians have made such notable use; and yet but few people know anything of the real inwardness of the transactions at the time, one chapter of which was Montgomery Blair's charge that the President had conspired to compromise a self-out of the Democratic party. The charge was explicit, but there were mysterious whispers of a midnight message and of blood-thirsty southern financiers, and the next issue of the paper contained an equally explicit refutation of the charge. Don Platt, the editor of the sensational, but able, Sunday Capital, and whose name his enemies paraphrased into "Don't Privatize," turned the matter somewhat to the effect that if there was a spark of the spirit of liberty left, such a President could not live to complete his inaugural ride from the Capitol to the White House, and for that was promptly corrected by the editor of the Capital, who thought at first that he would play martyr, even if nobody else would be William Tell to the tyrant. The next night of his retirement, however, as he humorously told it afterwards, he ate cold bread and water, and then, after fitful naps and frightful dreams, he was startled from his penitential couch of straw by the bell of St. Eloy's Cathedral tolling the hour, and through his own chattering teeth an intonation of the farewell of the unfortunate Castellan.

"Hark, the deep tolling of the prison bell, Queen of my heart, a long, a last farewell, Though doomed to die where none shall weep for me, Still my last prayer on earth shall be for thee." "I had just in my dream," said Don, "substituted my country for the royal mistress of the condemned, but it made my hair stand that cold March night, lying on a damp floor, and I made haste to summon the warden of the castle to identify with a meek recantation before the executioner was whetted up that I didn't chirp about William Tell after that. The bet would be as safe as one's foot, and the circumstances that I know that your opponent is too much of a gentleman to carry an extra ace up his sleeve."

THAT SAFE BURGLARY. The secret of the famous safe burglary case that happened about the same time was never known above a whisper because of the power of the government to keep the matter secret. The chief of the police, when Boss Shepherd was Governor, and which had to be abrogated on account of the crooked ways of what the Republican party meant to be a political model to illustrate the colored people's incapability in free government. Perhaps it had made the modern Washington out of an extensive and scattered town of fine edifices and bad streets. An investigation of the ring was pending before the congressional committee when the originator of the ring was Columbus Alexander, who held the papers, and they were in the safe in the City Hall. Whether the conspirators in this affair were only volunteer friends of the chiefs was never known, but the chief coincidence was the fact that a crackman from New York was directed by a cipher memorandum to crack the safe at 9 o'clock P. M. on the particular night of the week which Columbus Alexander, with almost religious regularity, dedicated to his game of "Draw," and the papers put in his hand. At the very moment the police would seize the criminal and his apparent pal, whereby it would appear that Alexander had conspired with the police to have the safe cracked by a crackman, however, did not think it possible that any one was green enough to arrange a robbery for 9 o'clock, and he concluded that the figures 9 o'clock, and he proceeded accordingly with the