

Steamer Han Kow  
Hobart of Hong Kong, Sept 7<sup>th</sup> 1861

Mr Charlie

Here we are at last safe and sound for a wonder  
at our destination after many trials and escapes, and  
most fortunate in arriving at the time we did. We reached  
here on Saturday last (Aug 31<sup>st</sup>) after a passage of 109 days  
(including all stoppages) from New York. The next day after  
our arrival we got up steam and moved across the harbor to a more  
sheltered position expecting a Typhoon but it passed to the  
Northward about 200 miles, and since that time we hear  
of the loss of several vessels, some going down all standing, others  
being dismasted, and hulls being raised generally, and to top  
all we have been riding out the tail end of one that came  
down upon us last night without any notice and has  
only just subsided, and I tremble for you and me, had we have  
run out last night, old Mr Han Kow would have smelled  
brimstone, sure. You know the old saying that the  
devil always takes good care of his own, and you may bet  
we have not forgotten this. Hoops! Comfy! This time of which  
a greater part of the crew went on shore the prior night in  
junks and getting gloriously drunk, then offering up a species  
of offering to their patron saint the gentleman in black.

It will probably be three weeks from the time we  
arrived before we are ready for the sailing when we  
commence the "White Cloud" is to lay up and have new steam  
churnneys put on. Eddy Martin of Peace & Prosperity  
is the Chief of her and Theodore Bernard is second with  
him, and our old friend Billy Barnes who was second mate  
on the Senora is mate. The Cloud runs up one day



and down the next and the evening she is in Hong Kong. I  
generally spend on board the Cloud and the boys and myself  
smoke cigars and swap lies until the "we sma" hours -  
So far as our own crowd is concerned Capt Sand is a good  
fellow as is also the sailing master but the rest are the  
devil's own lot. I have never in my twelve years steam  
boating met such a lot as we have on board. If hell  
has been raked from one end to another their match could  
not be found. But by keeping myself in my place and  
them at a distance I manage to live without quarrelling.  
We are to run as a day boat between Hong Kong and Canton  
a distance of 90 miles, up one day and down the next and  
will rake down the rocks in big style - I don't know  
whether you have had an opportunity to be in New York or not  
this summer if you have not, I suppose you have heard  
from Jim Bulger about how I came to get the boat and  
about what the boat is like, and by the way let me say  
I was indebted to Bulger for my position on board as  
I had not made application for her and only knew that  
Jesse Bence was going to leave her a day or two before I  
did get her. Well, to tell you what she is like - she is  
218 feet long with a 48 in Cylinder 12 ft stroke engine and  
as like a North River boat, now her masts are out, as two  
masts and was built for a clipper which she is. When  
we get running on the river I will send her trim. There is  
more money to be made with steamboats on these waters than  
you could guess. The first trip the Cloud made up this week  
she made 500 dollars and the same down, and she is 20 feet  
shorter than we are - Old John Marshall has been in port  
the last three or four days and has been on board twice to see



me but as I am short of words I have not had a chance  
to go on board his ship, in fact I have only been on shore once  
and that for a few minutes in the evening and as yet can  
not tell you how the place looks, but in my next to you I  
will let you know more about it - And now for a few  
questions - When I left New York your mother was about  
going with Elizabeth out to Honduras. Has she gone, and  
if so have you heard from them? When your mother told me she  
was going I advised her to write to you and see what you thought  
about it, but as I only had a short notice to sail I do not know  
if she wrote to you or not. It appeared almost a pity that she  
should go out to a new settlement at her time of life, but on  
the other hand she doubtless would feel more contented with  
Elizabeth than with any one else, as Elizabeth has been so much  
longer with her and she has learned to lean in great degree  
on her. When you write let me know something of her, and while I  
am about let your letters be as long as possible with all the news  
you can raise and scrape closely written and cross-written, and  
they will be more acceptable. Now Christie what is the news  
from the South? Our latest intelligence dates the 16th July and  
I am not posted how in the South a going to stand the contest? Are  
they as united as when I left - How often I have wished I could  
pay you a flying visit and know with what kind of heart the war  
was carried on, but more particularly could I have wished to drop  
in upon you and say "How do" to all my friends in Savannah  
You must tell me tell me when you write to me of each one  
every one of them. I know not if you call much upon Mrs Cullidge  
but you must do so for me and give them my respects, to all the  
rest of our mutual friends & soon. You will remember me  
to the Lachlans, the Ardens and all the boys of the Calico Club



and by my note to all the girls too - How I wish I could see  
see you all for a few minutes - I suppose our little friend Lucy  
Cooper has long ere this flown to her home in the North and  
Annet-Ellen has made her expected return also leaving Billy  
all alone in his glory - I have not heard whether you receive  
the package I entrusted to Sheldon Parks for you; I expect  
of the hair work you wished me to have done for you in New  
York, I suppose however it went all right - How did it suit

Now Charlie I want you to tell me where you will most  
likely be this winter, either in Savannah or not so I can send  
you a draft for what I owe you, it has been so long standing  
I am almost ashamed of it and now I have the opportunity  
I wish to square the account - I would like you also to send  
me the boy's likeness one that you can put in a letter and I will  
send you in return one painted from it on ivory by a Chinese  
Artist - You will be astonished to see with what accuracy they form  
likenesses from daguerotypes, bringing out the features with such  
fidelity by means of a magnifying glass and producing them  
upon ivory and canvas like life itself - How is Miller  
doing, does he still keep going? and how about the guns?

I wish you would inquire of Amos Adams Cranton the gas  
fitter whether Miller cashed that note when it was due and  
write me word - Again wishing you to give my respects  
especially to Jimmy Lacterson and all his folks. I will draw  
for the present "Adios" - I subscribe for no more papers  
except the "Pinks" one immediately upon the receipt of this again  
direct to - I don't want any more but am all set for the future

W. H. Shannon  
Engineer  
Care of Russell & Co.  
Hong Kong  
China

W. H. Shannon  
Engineer  
Care of Russell & Co.  
Hong Kong  
China



316

## SOUTH ATLANTIC BLOCKADING SQUADRON.

that they might be attempting to run the blockade, and hence I have taken the liberty to communicate these facts to you.

I am, very respectfully, your obedient servant,

JEDEDIAH JEWETT,  
Collector.

HON. GIDEON WELLES,  
Secretary of the Navy, Washington, D. C.

*Capture of the schooner Defiance, of Nassau, New Providence, by the  
U. S. bark Braziliera, September 7, 1862.*

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera.

U. S. BARK BRAZILIERA,  
Sapelo Sound, September 8, 1862.

SIR: I have the honor to report to you the capture of the schooner *Defiance*, of Nassau, New Providence, evidently attempting to run the blockade. She is from Nassau, purporting to be bound for St. John, New Brunswick.

Her cargo consists of:

300 sacks of salt.	1 case gutta-percha coats.
10 barrels kerosene oil.	Sundry cases envelopes and writing paper.
Sundry boxes of matches.	1 chronometer.
140 boxes of soap.	1 sextant.
108 cheeses.	1 octant.
1 box of spoons.	1 spyglass.
2,000 pounds cascarilla bark.	2 small revolvers.
30 kegs sal soda.	19 pieces of calico.
30 kegs soda ash.	4 packages pins.
100 cases gin.	16 pairs ladies' gaiters, and a few nautical
40 boxes tin.	instruments.

I considered it necessary for the safety of the schooner to take said liquor out of her—96 boxes in all—which I have placed in my spirit room, subject to the order of the senior officer.

The captain and the passengers being old offenders, and not deeming it safe to allow their return in the prize, I have forwarded them to the senior officer at St. Simon's.

I send her to New York via Port Royal for adjudication, and send Acting Master R. F. Cook with five men as the prize crew.

Having no chronometer on board, I have retained the one from the schooner, and, being short of pistols, I have kept the two revolvers.

I am, sir, respectfully, your obedient servant,

W. T. GILLESPIE,  
Acting Master, Commanding.

HON. GIDEON WELLES,  
Secretary U. S. Navy, Washington, D. C.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Wamsutta, regarding prisoners from the prize.

U. S. S. WAMSUTTA,  
St. Simon's, Ga., September 19, 1862.

SIR: I send by the *Hope* the captain, three passengers, and a negro boy, taken in the schooner *Defiance* by the *Braziliera* at Sapelo Sound.

## SOUTH ATLANTIC BLOCKADING SQUADRON.

317

The captain of the *Braziliera* in his report says: "These men are old offenders."

The captain of the schooner ran out of Doboy on the 18th of July in the steamer *Reliance*, and was captured the following day or the day after, by the *Huntsville*. He boasts of being taken twice within six weeks, and says when he gets clear he will try it again, and that probably the captain of the *Braziliera* may be captured instead of the captor.

Samuel Hawes, one of the passengers, has been taken before, and was a prisoner on board the *Wabash*. Mr. Godfrey knows the man and the fact.

The vessels of this division are stationed as reported in my last communication.

I regret to have to report a loss of 1 killed and 1 severely wounded (of the *Madgie's* crew) by the rebel pickets on Bear River on the 10th instant.

It appears that two of her boats were reconnoitering a picket station when they were fired upon.

I took a look at Brunswick yesterday, and saw in passing telegraph wires and apparatus, which I propose destroying next week.

I am, very respectfully, your obedient servant,

A. A. SEMMES,

*Lieutenant-Commander and Senior Officer.*

Rear-Admiral S. F. DU PONT.

*Comdg. South Atlantic Blockading Squadron, Port Royal.*

P. S.—I enclose the list of prisoners.

Respectfully etc.,

A. A. S.

---

*Report of Acting Master Devens, U. S. Navy, commanding U. S. ship Ino, of arrival at Port Royal, S. C.*

U. S. SHIP INO,

*Port Royal, S. C., September 7, 1862.*

SIR: I would most respectfully report my arrival at this port via Bermuda this day, and agreeable to your orders, dated August 4, 1862, I have reported to Rear-Admiral Du Pont for duty on the South Atlantic Blockading Squadron.

I am, very respectfully, your obedient servant,

EDWARD F. DEVENS,

*Acting Master, Commanding.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Master Devens, U. S. Navy, commanding U. S. ship Ino, regarding blockade runners in the port of St. George, Bermuda.*

U. S. SHIP INO,

*Port Royal, S. C., September 7, 1862.*

SIR: I herewith transmit to you information obtained by me at Bermuda in regard to vessels intending to run the blockade.