

INTERESTING NARRATIVE.

An Account of the Career of Lieutenant John C. Braine, late of the Confederate States Navy, with his Imprisonment, up to the Present Moment—Prepared by Himself.

Lieutenant John C. Braine, late of the Confederate States Navy, one of the most daring officers of the South in the late war, is still in prison, where he has been held for a year without trial. He is charged with piracy and murder. We find in the Memphis Bulletin of the 15th the following narrative of Braine's operations on the high seas, together with an account of his arrest, imprisonment, and detention in a penitentiary, which will be read with interest.

KING OF COURT PENITENTIARY, BROOKLYN, N. Y., June 23, 1867.—Mr. R. Seimes, Editor Memphis Bulletin, Memphis, Tenn.—Sir:—I captured the Chesapeake in December, 1863, at which time I held a warrant in the Confederate States Navy as Master's Mate. I held also an appointment under Captain John Parker, who was acting under a letter of marque granted to him by the Government. I was ordered to proceed to New York, where I was to be in command of eleven officers and men, for the purpose of returning the steamer Chesapeake, she having assisted in the capture of the revenue cutter Caleb Cushing, which had been captured by Lieutenant Reid, in the late war, on board the barque Tacony, in the summer of 1863. Captain Reid and officers were made prisoners on board the captured cutter, taken to Fort Proble, in Portland, Maine, and there incarcerated. From Fort Proble they were removed to Fort Warren, and exchanged in the month of August, 1864, in obedience to my orders, and with my officers and men disguised in citizen's clothing. I went on board the Chesapeake, then lying as a packet between New York and Boston, and engaged passage as my party.

THE CAPTURE.—The ship sailed at the appointed hour, and in the middle watch, when she was about twenty miles from Cape Cod, the wind blowing freshly from the southeast at the time, and a pretty heavy sea running, I gave the appointed signal to my men, rose upon the crew, and took possession of the upper part of the ship. I assumed command of the deck myself, sent my second lieutenant below to take charge of the engine and fire rooms, and gave him and others of my subordinate officers to command the remainder of the ship in the event of my being unable to do so, and on account to injure any States, and he refused to surrender or made resistance. Upon seeing my second lieutenant enter the engine-room with two men, I proceeded to the main deck, and in about midnight I heard a shot fired below. I immediately left the main deck in charge of my first lieutenant, and passed down to the engine-room, where I found that the watch had been seized by my men and put in irons. The second engineer of the steamer had been killed by the shot which I had heard, and as I returned to the main deck, I found his body lying across the threshold of the engine-room door. My second lieutenant reported to me that upon descending the stairs, he had seen the second engineer, in the name of the Confederate States, as a prisoner of war, that officer, instead of complying with the demand, had fired a shot at one of my men, which destroyed his left hand. In this emergency I ordered that the second engineer—the only man who was killed on board—lost his life. He was interred at about 4 A. M. Both officers and men regretted that it had been necessary to take life, and a collection was made among us for the benefit of the family of the deceased. With the exception of this brave fellow, I have never seen a greater set of cowards on board a ship, from the master down. James Johnston, the chief engineer, was in his state-room when ordered to surrender. He was requested to go out, as no harm would be done him, but instead of doing this like a man, he opened his door slyly, on the crack, and one of my men suspecting foul play, fired on him—without doing him any harm—and he fled to his cabin—where he rushed out in his shirt only, and began to run about the deck. I ordered my men not to fire at the contemptible coward. He ran below into the fire-room, and crawled under the boiler, where he made for the purpose of passing up dishes from the kitchen to the cabin. He was finally secured. The first mate of the Chesapeake, a Dutchman named Johnson, and who is now in command of the steamer, was taken to the deck at the time of his capture. When ordered to surrender, he, too, ran, and as he passed the guards whom I had stationed at the companion-way (the passage from one deck to another) he was shot in the back, and fell in the left arm and leg. The Captain (Willetts) on being ordered to surrender, ran from his state-room around the deck several times, my first lieutenant firing several shot ahead of him, to leave him to his fate. He was finally secured by the crew, and taken to the brig as a prisoner. The three vessels being conveyed by the United States steamer Daotah. Arrived at Halifax, she was turned over to the colonial authorities. The delivery to the United States of both vessels and the capture was demanded of the authorities, and the case went to trial before the Admiralty Court. The captors were discharged as lawful belligerents, and the ship, which, in the meantime, had been duly repaired, was ordered by the Court sitting in admiralty for the Southern District of Virginia, was delivered to the original owners, they paying her value into court, to abide the decision of the Confederate court. My second lieutenant, and two of my men were afterwards arrested by the British, on the charge of piracy, and taken to the New York and Virginia Steamship Company. I proceeded pretty much in Havana as I had done in New York, and went to sea on board the Roanoke with five crew and four seamen, as passengers. We sailed on the 21st of September, 1864. The Roanoke was a side-wheel steamer, with a double walking beam, was bark rigged, and of about fourteen hundred tons burthen, and had a valuable cargo consisting of sugar and tobacco, and also the United States mail on board, and twenty thousand dollars in gold. The official letters found in her mail, of which there were about two hundred, were of Richmond instead of Washington, she had a crew of fifty men, and there were forty passengers on board. My own force, as has been stated, consisted of but nine men. I cap-

tured her in fifty-five minutes after leaving port, without a casualty of any kind. I took the ship to Bermuda, but finding it impossible to procure coal or her with which I might run her into a Confederate port for the purpose of having her condemned, I set fire to her on the morning of the 8th of October, after having transferred her crew and passengers, with their effects, to a brig which had been sent out to me for that purpose, by our agent, Major Bulcock.

OTHER ORDERS, AND HOW THEY WERE EXECUTED.—In December I was again ordered to report to the Naval Department, in Richmond, as person, for further orders. I sailed from St. George's, in Bermuda, in the steamer Owl, commanded by Captain Maffei, who landed me (charged with important dispatches from Messrs. Mason and Silliman), at Windy Hill, S. C., whence I reached Wilmington on the 12th, and reported to the Commodore of the station. Leaving Wilmington without delay, I reached Richmond on the 20th. I remained here until the 28th of February, when I received orders to proceed on a cruise to the North, on the part of the Department, had no ship to give me, I went to rely entirely on my own resources for the means of putting myself ashore. I had been promoted to the rank of a First Lieutenant Commanding. My first object, of course, was to get out of the country, through the stringent blockades. For this purpose I proceeded, with my crew, by the Mechanicsville pike to Matthews county, where I procured a canoe, and sailed up Chesapeake Bay as far as the Patuxent river, with the hope of capturing a vessel, in which to get out upon the high seas, where all would be plain sailing. On the 1st of April I boarded and took possession of the schooner St. Mary's, without firing a shot. I found neither chart nor compass on board, and twenty gallons of water; but as I had luck would have it, there were some cooking stoves among the cargo, and with the aid of these, and some old musket barrels, I rigged an apparatus by means of which I was enabled to distill about three pints of fresh water per day, per man, on board. On the 1st of April I spoke the English barque Stillela, from New York for Matanzas, the captain of which being a Maine Yankee, I was enabled to drive a trade with him. He was generous enough to exchange about twenty gallons of water for twenty-five gallons of whisky. I learned from him that I was sixty miles from Abaco light (the reader will recollect that I had no instructions of navigation on board). On the 15th of April I ran my little craft into Nassau, New Providence, and remained there until the 21st, having in the meantime armed my tiny man-of-war. Proceeding to sea, I cruised in the Windward and Turk's Island passages until the latter part of May, when I changed my course to Port-au-Prince. Thence I proceeded to Port Royal, Jamaica, whence, learning that the war was over, I took my vessel around to the north side of the island, where I burned her. I sent my officers and men to Liverpool, where I soon afterwards followed myself, and in July, 1865, they were all paid off at the office of Commander Bullock. On the faith of the President's proclamation of May 2, 1865, which pardoned all officers of my grade, who had not been in the army or navy of the United States, and who had returned to the United States, and was residing in Savannah, Georgia, where I had engaged in business, when I was arrested. I have been a prisoner since the 15th of September, 1866, and not one of my subordinate officers has been permitted to see me. I cannot think that it is their intention to desert me, though I must say it looks very much like it. I am perfectly destitute of money and clothing, and have no means at my command to pay counsel's fees. By publishing this, sir, you will greatly oblige one who has tried to do his duty to his country.

I remain, very respectfully, yours, &c., JOHN C. BRAINE, Late 1st Lieut. Comdg., C. S. Navy.

THE COMMEMORATIVE HISTORICAL PAINTING FOR THE STATE CAPITOL.

According to Legislative appointment on the 6th of February, 1866, to wit:—

"Resolved (if the Senate concur), That so much of the Governor's message as refers to the report of David Willig, Esq., President of the Soldiers' National Cemetery at Gettysburg, relative to the procuring of a commemorative historical painting, to be placed in the Capitol of the State, be referred to a joint committee of three members from each House.

And amended by the Senate to the effect "that before entering into a contract, the Committee shall report to their respective Houses a description of the painting, its probable cost, and the name of the artist.

The joint committee met at the rooms of the artist selected, Mr. Peter F. Roehmel, No. 1, N. Fifteenth street. The committee consists of six Legislative members, viz.:—Messrs. George Connel, of Philadelphia; A. Hiestand Glaz, of York; and David McConubry, of Lancaster county, on the part of the Senate; and Messrs. James N. Kerns, A. D. Markley, of Montgomery, and Harrison Allen, of Warren county, on the part of the House of Representatives.

Deeply impressed with the fact, as the subject embraced not merely a single battle, but the battles of Gettysburg, involving the grand martial conflicts of three distinct days, each of which takes rank with the first battles of the world, the proper and successful execution of the work would require three paintings, so as to embody a theme from some grand epoch of the struggle of each day.

The committee, therefore, entertaining the foregoing views, engaged an artist, a distinguished artist, Frederick B. Rothman, Esq., to win for his name additional fame by the execution of the work. The meeting of yesterday was convened for the purpose of witnessing the sketch or study from which the painting is taken.

Besides the gentlemen of the committee of the Legislature, there were present several specially invited guests, amongst them being Major-General George G. Meade, General Joshua T. Owen, General John A. Rawl, Colonel Henry Meade (son of Major-General Meade), Colonel Charles H. Bayne, Colonel Emory, Major Emory, Colonel Henry H. Bingham, Postmaster of Philadelphia, Captain Frederick Boland, Henry C. Carey, Esq., Edwin H. Fittler, Esq., J. R. Lambdin, Esq., Dr. Lippincott, James H. Martin, Esq., and others.

The main painting will be about 36 feet in length by 15 in height, and the cost of the entire work will be \$25,000. It is estimated that it will require three years for completion.

The general groundwork for the painting is taken from Pickett's celebrated charge upon General Hancock's left centre. The view is taken in a line of battle, by which the conflicting armies are presented face to face, showing the peculiar expressions of individual faces, and also each side of the combatants in their true position of heroism and courage.

On the extreme left of the painting will appear on horseback the easily recognizable form of Major-General Meade, his son, Colonel Meade, by his side, waving his hat in encouragement of the action, whilst a host of despatches is making some urgent communication. Colonel Bayne, on the left of this, is drawing up a battery to take the place of Brown's battery, which was withdrawn for want of ammunition.

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA—THIS DAY.

Table with columns for ship names, destinations, and dates. Includes entries for Philadelphia Board of Trade, monthly committee, and movements of ocean steamers.

Table titled 'CLEARER YESTERDAY' listing various companies and their financial data, including assets on January 1, 1867, and losses paid since 1859.

Franklin Fire Insurance Co. OF PHILADELPHIA. OFFICE: NOS. 435 AND 437 CHESTNUT STREET.

Brooklyn Life Insurance Company OF NEW YORK. OFFICE: N. E. COR. SEVENTH AND CHESTNUT.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA. OFFICE: NO. 11 SOUTH FOURTH STREET.

GARDNER & FLEMING, COACH MAKERS. NO. 214 SOUTH FIFTH STREET.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA.

Table listing assets of the Delaware Mutual Safety Insurance Company, including various bonds and stocks.

Assets of the company include various bonds and stocks, totaling \$1,000,000.

Assets on January 1, 1867, were \$553,146.13. Losses paid since 1859 over \$5,500,000.

Franklin Fire Insurance Co. OF PHILADELPHIA. OFFICE: NOS. 435 AND 437 CHESTNUT STREET.

Brooklyn Life Insurance Company OF NEW YORK. OFFICE: N. E. COR. SEVENTH AND CHESTNUT.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA. OFFICE: NO. 11 SOUTH FOURTH STREET.

INSURANCE COMPANIES.

INSURANCE COMPANY OF NORTH AMERICA. OFFICE: NO. 22 WALNUT ST., PHILADELPHIA.

INSURANCE COMPANY OF NORTH AMERICA. CAPITAL, \$500,000. ASSETS, JANUARY 8, 1867, \$1,701,307.85.

GIRARD FIRE AND MARINE INSURANCE COMPANY, (No. 639) N. E. COR. CHESTNUT AND SEVENTH STS., PHILADELPHIA.

INSURANCE COMPANY OF NORTH AMERICA. CAPITAL AND SURPLUS OVER \$600,000 INCOME FOR 1866, \$108,934.

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