#### A BURIED TORPEDO.

hee Discovery Off Charleston-Nine Skeletons at the Wheel-AiDend Captain with a Candle to his Hand-Remarkable Career of a Re-

In 1864, says the Houston Telegraph, the fleet of Admiral Farragut was blockading Mobile, while a heavy land and naval attack was directed against Charleston. During our long defensive war a great deal of ingenuity had been expended by the Confederates upon torpedoes and torpedo boats. The most re-markable of these boats was constructed in Mobile by Messrs. Hundley & McClintock, and lannehed in 1864; and nothing which has gone down into the sea was more wonderfully or more fearfully contrived to wreak destruction and vengeance upon friend and foe. She was built of boiler iron, and impervious to water or air. Her extreme length was about thirty feet, with five or six feet beam, and about five or six feet depth of hold. In general contour she resembled a cigar, sharp at both ends. She was propelled by a screw. the shaft of which ran horizontally along her hold, almost from stem to stern, and was turned by the manual force of eight men, seated along it on either side. The only hatchway was circular, about two feet in diameter, with a low combing around it, which was placed well forward, and when desired could be closed by an iron cap working on hinges and made air-tight. In the forward part of the cap was inserted a clear glass bull's eye, through which the pilot could see. She was provided with water-tight compartments, by filling or emptying which she could sink or rise, and to enable her to rise instantly her ballasting of railroad iron was placed on her bottom, outside of her hull, and by means of keys accessible to her crew could be detached in a moment, so that she would rise quickly to the surface. Besides her rudder, which was of the usual form, this vessel was equipped with side paddles or fins, which, like those of a fish, served to guide it up or down with reference to the surface of the water.

To prepare for action, a floating torpedo was secured to her stern by a line more than one hundred feet long, and her crew having embarked, the tanks were filled until the boat was in equilibrio, and almost submerged. The hatchway was closed, the men revolved the shaft, the captain or pilot, standing under the hatch, steered the boat, regulating at the same time, by the action of her lateral fins, the depth at which she would move. The greatest speed did not exceed four knots. She could remain submerged for half an hour or an hour without any great inconvenience to her crew-and on one occasion has been known to remain under water two hours without actual injury to them, although no means were provided for procuring fresh air, and from the moment the hatch was closed the men, thus fastened in their living tomb, inhaled and exhaled continuously the atmosphere which was enclosed with them. The plan of attack proposed by the inventors was to dive beneath the keel of an enemy's ship, hauling the torpede after her. Its triggers or sensitive primers would thus press against the ship's bottom, explode the torpedo, and

Not anticipating an early opportunity of using this dangerous vessel against the fleet of Farragut, General Maury sent her by rail to General Beauregard at Charleston, believing the waters of that harbor better suited to her peculiar construction, while in the Ironsides, or some other gigantic war ship then attacking Charleston, might be found an object worth the great risk to which her own erew was exposed in any enterprise they might undertake in her. General Besuregard changed the arrangement of the torpedo by fastening it to the bow. Its front was termi-nated by a sharp and barbed lance-head, so that when the boat was driven end on against a ship's sides, the lance head would be forced deep into the timbers, below the water-line, and would fasten the torpedo firmly against the ship. Then the torpedo boat would back out and explode it by a lanyard.

inevitably sink the ship.

General Beauregard's call upon the Confederate fleet for volunteers to man his dangerous craft was promptly answered by Lieutenant Payne, a Virginian, and eight sailors.

They were soon ready for action, and on the evening set for their expedition the last preparation had been made.

The torpedo boat was lying alongside the steamer from which the crew had embarked; she was submerged till the combing of her hatch alone was visible above the water. Her commander, Payne, was standing in the hatchway, in the act of ordering her to be east off, when the swell of a passing steamer rolled over her and sunk her instantly, with her eight men, in several fathoms of water. Lieutenant Payne sprang out of the hatchway as the boat sank from under him, and he alone was left alive. In a few days she was raised and again made ready for service. Again Payne volunteered, and eight men with him.

Their embarkation for their second at-tempt was made from Fort Sumter, and, as before, all having been made ready, Payne, standing at his post in the hatchway, ordered she hawser to to be cut off-when the boat sareened and sank instantly. Payne sprang out; two of the men followed him; the other six went down in the boat and perished.

Again the boat was raised and made ready for action, and her owner, Captain Hundley, took her for an experimental trip into the Stone river, where, after going through her usual evolutions, she dived in deep water, and for hours, and for days, the return of poor Hundley and his crew was watched for and looked for in vain. After near a week's search she was found inclining at an angle of forty degrees; her nozzle was driven deep into the soft mud of the bottom. Her crew of nine dead men were standing, sitting, lying about in her hold asphyxiated. Hundley was standing dead at his post, a candle in one hand, while the other had grown stiff with death in his vain efforts to unclamp the hatch. Others had been working at the keys of the ballast, but the inclination at which she boat had gone down had jammed the keys so that the men could not east off the heavy weight which held them down. Their deaths

had been hard and lingering.

Again this fateful vessel was made ready for action, and volunteers being called for, Lieutenant Dixon, 21st Alabama Volunteers, a native of Mobile, and eight men volunsecred to take her against the enemy. The new and powerful war ship Housatonic was selected for attack, and on a quiet night the bravest crew set out from Charleston in this terrible, nameless torpedo boat that ever manned craft before. We all know the fate of the Housatonic. Brave Dixon guided the terpedo fairly against her, the explosion tore up the great war ship's sides, so that she went down with nearly all her crew within two minutes. The torpedo vessel also disappeared forever from mortal view. Whether she went down with her enemy, or whether she drifted out to sea to bury her gallant dead, was never known, and their fate was soft till the great day when the sea shall give

But within a few weeks past divers in sub- ously fast as this?"

marine armor have visited the wreck of the Housatonic, and they have found the little torpedo vessel lying by her huge victim, and within her are the bones of the most devoted and daring men who ever went to war.

#### NEBUCHADNEZZAR'S BAND.

The Music They Played.

What sort of music was played by Nebuchadnezzar's band? First, if we find an instrument of music which will only give forth a certain series of notes, we are tolerably safe in assuming that it did only play such a tune as those notes would make. And, to go a step further, if we find an instrument on which those notes could only be played in such an order, we have the identical tune. And if we find an ancient Pandean pipe or syrinx, we can tell what kind of air might have been played on

ranged, the very air itself. Secondly, if we recognize among the music of our own day a class of compositions which require the use of certain notes and intervals enly, and if, moreover, we discover that in the Assyrian instruments only these notes and intervals occur, we are justified in asserting that we can approximate to the character of the music which was played by them.

it; and sometimes, when the pipes are so ar-

Again, if we see representations in Assyrian sculpture of a number of musicians playing together, and have already identified their instruments, and the power of each, we can tell pretty nearly the amount of noise, and the kind of noise, which was made by

Lastly, when we see in some sculptures an army or a religious procession, or a dance, keeping time to the music, we can approximate to the pace at which these musicians played.

So when we have the instruments we can tell the range of each of them by actual experiment; we know the series of notes and the intervals found on each; we are acquainted with a style of music in our own day which might be played on similar instruments we have the bas-reliefs and pictures necessary for determining which set of musicians formed a band; and we are able to distinguish between the kind of composition in use at a march, a dance, or a religious ceremony.

The octave is universal in Europe in modern times; but it seems that among the Greeks, and among the Eastern nations from whom they adopted their music, a different division obtained. On the Assyrian musical instruments, so far as we are acquainted with them, it would have been impossible to sound every note of an octave. Certain notes were habitually omitted-they were the fourth note of our octave and the seventh. David's tenstringed harp or lute contained two octaves of this kind; and some of the Assyrian harps had twenty-six strings-that is, five pentatonic octaves, and one note or "keynote" over. But an objector will say, "How ugly such music must be!" Quite the contrary—it is the sweetest of all. "The Last Rose of Summer" is a pentatonic air; so is "The Lass o' Gowrie;" and the proof of these being pentatonic lies in the fact that if you play over either of these melodies on the black notes only of the piano, passing over any white ones that may seem to be required, you will find the original air come out with the utmost distinctness. But, you say again, these are Scotch and Irish tunes. True, and all the old Scotch and Irish musical instruments are made to sound only the pentatonic scale; and you will find by experiment that many other Irish and Scotch airs besides those named above may be reduced to the same scale. And, again, many travellers have remarked on the peculiar sweetness and plaintiveness of most of the melodies still played in the East on "kissars," and "sautirs," and pipes, almost exactly similar to those figured in the Assyrian sculpturesnay, some voyagers in remote places in Asia have been struck by the familiar sound of some old melody, played almost exactly as they had heard it, in years gone by, upon bagpipes or harps in Scotland or Ireland. M. Engel, in his book on ancient music, has enumerated many cases of this kind, and has, besides, given examples of the tunes; and this goes far to prove that we are right in assuming that where this peculiar division of the octave was in use, the melodies for which

it was used were more or less alike. One thing more. Were these melodies in a major or minor key? It is not very easy to determine. The oldest musical instrument discovered at Babylon is a pipe made of baked play. It sounds the intervals of the common chord, either major or minor, according to which notes are used. A hole at one side completes a major chord; a hole answering to it, at the other, gives the minor. This curious "picco" of two thousand years ago is in the Asiatic Society's Museum; but it would be assuming too much to argue from it, or from any number of similar specimens. that the Babylonians were acquainted with what we call major and minor keys. Such divisions, we must constantly recollect, are purely arbitrary; and, from a number of other circumstances, we shall be safer in concluding -if, indeed, we come to any conclusion -that no fixed rule of the kind was adopted. And if the objector asks for an example of such an extraordinary kind, we can refer him to many of the modern Oriental melodies which have been recently brought to this country, or to the Irish and Scotch tunebooks, which contain several examples. For instance, in "Moore's Melodies," the song "Silent, O Moyle," is set to an old tune which begins in a minor and ends in a major; nor is the transition unpleasant. Strange to say, all the "arrangers" of Moore have overlooked this fact, and have added a line of accompaniment to bring it back to the original key .-Cassell's Magazine.

MR. GREELEY'S COLORADO TOWN. - A Denver correspondent of the Chicago Post writes of Horace Greeley's recent visit to Colorado: -"Mr. Greeley has gone to see the colony which he founded last spring, Greeley, fifty-two miles north of here, on the Denver and Pacific Railroad. Your correspondent was there a few days ago, and was surprised to find such a well-to-do community. The town is well laid out, well watered by the irrigating ditches, has regular streets, with maple, elm,

and oak trees planted on each side; gardens

which gave three-pound potatoes from seed planted sown as late as the 12th of July; ten

stores that do an aggregate business of \$15,000 a month; a Post Office that sends East 250 letters a day, and takes ninety copies of the Weekly Tribune; seven religious societies, a paper just started, and a lyceum and library projected. The town is six months old. The ground on which it stands was, in April last, without a house, and looked as white and worn out as the popular tradition of its founder's bat. The town has no depot yet—a freight car answers the purpose—but the remittances from the freight car are \$6000 a month. Have any of our towns in Illinois come forward so furi-

Sam Lawson on the Hokum Family. BY MRS. H. B. STOWE.

They had a putty bad name them Hakums. How they got a livin' nobody knew, for they didn't seem to pay no attention to raisin' nothin' but childun, but the deuce knows there was plenty o' them. Their old hut was like a rabbit-pen—there was a tow head to every crack and cranny. 'Member what old Casar said once when the word come to the store that old Hokum had got twins. "S'pose de Lord know best," said Cæsar, "but I thought der was Hokums enough afore." Wal, even poor workin' industrious folks like me finds its hard gettin' along where there's so many mouths to feed. Lordy massy, there don't never seem to be no end on't and so it ain't wonderful, come to think on't, ef folks like them Hokums gets tempted to help along in the ways that ain't quite quite right. Anyhow, folks did use to think that old Hokum was too sort o' familiar with their wood-piles 'long in the night, though they couldn't never prove it on him, and when Mother Hokum come to houses round to wash folks used sometimes miss pieces, here and there, though they never could find 'em on her; then they was allers a-gettin' in debt here and a-gettin' in debt there. Why, they got to owin' Joe Gidger two dollars for butchers' meat. Joe was sort o' good-natured, and let 'em have meat, 'cause Hokum promised so fair to pay, but he couldn't never get it out o' him. 'Member once Joe walked clear up to the eranberry pond arter that are two dollars, but Mother Hokum she see him a-comin' jist as he come past the juniper bush on the corner. She says to Hokum, "Get into bed, old man, quick, and let me tell the story," says she. So she covered him up, and when Gidger come in she come up to him and says she, "Why, Mr. Gidger, I'm jist ashamed to see ye; why Mr. Hokum was jist a comin' down to pay ye that are money last week, but ye see he was took down with the small-pox—" Joe didn't hear no more; he jist turned round and he streaked it out that are door with his coat-tails flyin out straight ahind him, and old Mother Hokum she just stood at the window holdin her sides and laughin' fit to split to see him run. That are's jist a sample o' the ways them Hokums cut up.

Old Mother Hokum was a sort o' enterprisin' old crittur-fact was she had to be, cause the young Hokums was jist like bagworms—the more they growed the more they eat, and I expect she found it pretty hard to fill their mouths.

A NEW CHANNEL IN THE ST. LAWRENCE .-The Buffalo Express says:-"A most valuable discovery has just been made in the river St. Lawrence, between Montreal and Quebec, in the shape of a new channel of twenty feet in depth. Hitherto the only route for ships of heavy draught has been through a portion of St. Peter's Lake, originally deepened at great cost, and still requiring a large annual ex-penditure to maintain it at the necessary depth. It is certainly singular that this new channel should never before have been found, some such route having for years been vainly sought by the Canadian Government. But its discovery, tardy as it is, will be of incalculable value to the growing navigation in-terest of Montreal, and will perhaps tend to hasten the development of the Dominion Canal policy. The new channel is reported as already fit for use, with the exception of a few boulders, which can be removed without

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SHIPPING. SPECIAL NOTICE TO SHIPPERS

VIA SAVANNAH, GA.

FREIGHT WILL BE FORWARDED with our usual despatch to all points on the WESTERN AND ATLANTA, MEMBERS AND CHARLESTON, ALABAMA AND CHAT-TANOGGA, ROME, SELMA, ROME AND DAL-TON, SELMA AND MERIDIAN, VICKSBURG AND MERIDIAN, MOBILE AND OHIO, NEW ORLEANS, JACKSON AND GREAT NORTH-ERN RAILROADS, all Landings on the COOSA

Through Bills of Lading given, and rates guarantied to all points in the South and Southwest. WILLIAM I. JAMES,

No. 130 South THIRD Street. NOTICE - QUARANTINE RESTRICTIONS having been removed, freight will be received for Galveston, as heretofore, by the PHILADEL PHIA AND SOUTHERN MAIL STEAMSHIP COMPANY. Shippers will please notice that all boxed goods for Mobile, Galveston, and points on the Mississippi river must be well strapped. The steamship YAZOO will sail for New Orleans,

THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through bills of fadirg to interior points South and West in connection with South Carolina Railroad Company, ALFRED L. TYLER, Vice-President So. C. RR. Co.

via Havana, on TUESDAY next.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGU;
LAR SEMI-MONTHLY LINE TO NEW OR.
LEANS, La.
The YAZOO will sail for! New Orleans, via Havana, on
Thesday, November I. at 8 a. M.
The JUNIATA will sail from New Orleans, via Havana, on priday, October 28. vana. on Friday, October 28.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, and to all points on the Mississippi rives between New Orleans and St. Louis. Red River treight reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, October 28, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, October 29.
The HOUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippl. Louisiana, Arkassas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. O.
The PIONEER will sail for Wilmington on Saturday,
October 29, at 6 A. M. Returning, will leave Wilmington Saturday, November 5.
Connects with the Cape Fear River Steamboat Com.
pany, the Wilmington and Weldon and North Carolina
Railroads, and the Wilmington and Manchester Railroad
te all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken
via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills
of lading signed at Queenstreet wharf on or before day
of sailing.

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street. PHILADELPHIA, RI CHMOND NORFOLK STEAMSHIP LINE, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INOREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MAR. KET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on miling days.
THROUGH RATES to all points in North and Saturdays. days.

THROUGH BATES to all points in North and South
Carolina, via Seaboard Air Line Railroad, connecting at
Portamouth, and to Lynchburg, Va., Tennessee, and the
West, via Vir. inia and Tennessee Air Line and Richmond
and Danville Railroad.

Freight HANDLED BUTONOE, and taken at LOWER
RATES THAN ANY OTHER LINE.

No charge for commission, drays, or any expense of

RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of ransfer.

Steamships insure at lowest rates.

Freight received daily.

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No. 12 S. WHARVES and Pier 1 N. WHARVES.

W. P. PORTER, Agent at Richmond and Oity Point.

T. P. OROWELL & OO., Agents at Norfolk.

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SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propelers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commission Freights taken on accommodating terms.
Apply to

WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. NEW EXPRESS LINE TO ALEXAN:
dria, Georgetown, and Washington,
D. C., via Chesapeake and Delaware
Canal, with connections at Alexandria from the
most direct route for Lynchburg, Bristol, Knoxville,
Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon
rom the first wharf above Market street.
Freight received daily NEW EXPRESS LINE TO ALEXAN

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M

ELDRIDGE & CO., Agents at Alexandria.

CORDAGE, ETC.

## WEAVER & CO., ROPE MANUFACTURERS

SHIP CHANDLERS. No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK

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Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights. EDWIN H. FITLER & CO.

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STEEP OR FLAT ROOFS
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1 am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon: the best and cheapest in the market. No. 711 N. NINTH St., above Coates

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ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Book Dust, Etc. Large and small GUNNY BAGS constantly on band. Also, WOOL SACKS.

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NO. 25 NORTH WHARVES
NO. 27 NORTH WATER STREET,
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