

our masses for New Zealand mutton cannot fail to increase this tendency, which will receive further impetus from the great mining wealth of New Zealand, the development of which is yet in its infancy.

THE CATALPA RESCUE.

(From the *Freeman*, Philadelphia, February 22.)

THE origin of the Catalpa rescue (of six Irish political prisoners) was a letter from Martin Hogan, a soldier of the Fifth Dragoon Guards, who was one of the Fenian prisoners confined in Western Australia, to John Devoy. It was received towards the end of 1872. Hogan had found Devoy's address in a New York letter to the Dublin *Irishman* from O'Donovan Rossa. An old copy of the paper had been smuggled into the prison at Fremantle. All the military prisoners, except three or four, among whom was Sergeant Darragh, had been convicted by a general court-martial which sat in the Royal Barracks, Dublin, in the summer of 1866, on proof supplied by informers of their connection with Devoy, who, on the arrest of W. F. Roantree, and the efforts to arrest James Rynd, Thomas Baines and others, was appointed by James Stevens the chief organiser of the British army. They naturally, therefore, looked to him for help. Hogan's letter, which was carried out of the prison clandestinely, urged that a rescue was possible. Devoy answered the letter, and in a few months a more elaborate communication, smuggled out through the same underground channel, was received from James Wilson, another soldier of the Fifth Dragoons. None of the suggestions it conveyed were found practical, but the feasibility of a rescue by some means was made clear.

Devoy laid this letter before the then Executive of the Clan-na-Gael, who considered the matter and decided that the difficulty of raising the necessary funds was an insuperable barrier. Devoy in the meantime kept up a constant correspondence with Wilson, and with John Kenealy, and Thomas McCarthy Fennell, two of the civilian prisoners released from Australia in 1869, who were both warm advocates of the rescuing project. Fennell was in favour of loading a ship with grain in San Francisco and sending her to Australia to take the prisoners away, and came East to urge the project. It fell through on account of lack of funds.

Devoy laid the question before the Clan-na-Gael Convention at Baltimore in 1874, and it was decided that the rescue should be undertaken, provided the expenses were defrayed by individual subscriptions. Devoy was elected chairman on that issue—John F. Finerty, who was not present, being the candidate opposed to him—and the incoming Executive was instructed to effect the rescue at all hazards. Wilson's first letter was printed and circulated, together with a circular appealing for funds, and in a few weeks money began to come in.

A committee, consisting of John Devoy, John W. Goff, Patrick Mahon, of Rochester, James Reynolds, of New Haven, and John C. Talbot, of San Francisco, was appointed to take special charge of the preparations, and the collection of funds went on.

In the winter of 1874, Devoy went to Boston and consulted John Boyle O'Reilly, who had been himself a military prisoner in Western Australia, and had effected his escape on the American barque *Gazelle*, of New Bedford. O'Reilly, though not a member of the organisation, highly approved of the idea, and said that the only plan that could succeed was to purchase and fit out a whaler and send her to Western Australia, the chief of the rescuing party going beforehand by steamer to make the arrangements. He gave Devoy a letter of introduction to Captain Henry C. Hathaway, of New Bedford, then captain of the Night Watch in his native city, who was first mate of the *Gazelle* when O'Reilly made his escape, and to whose coolness, devotion and pluck at a critical moment O'Reilly owed his final escape from his pursuers. Devoy went to New Bedford and found Hathaway a strong sympathiser with the project. He knew every mile of the Western Australian coast, and was thoroughly familiar with the state of things on shore. He said the rescue could only be effected by stratagem, and the only American vessel that could get into any West Australian port without arousing suspicion was a whaler. That whaler, in addition, must be owned by the rescuers, so that her movements might be absolutely under their control, and she must be fitted up, provisioned and manned exactly like every other American whaler, else she would at once attract attention. That is to say her crew must consist mainly of Malays, Kanakas, Portuguese, Negroes from the Azores and Cape de Verde Islands, with a small sprinkling of whites of downright American appearance. He was from the first against putting more than one or two Irishmen aboard, and he preferred to have none at all.

Plans were discussed for several days, and Hathaway's views were communicated to the other members of the committee. Finally his plans were adopted in their main features and it was decided to purchase a vessel. Hathaway recommended as agent for the vessel John T. Richardson, a ship broker engaged in the whaling business, whom he said he would trust implicitly. The meetings to discuss plans were held in a back room of Richardson's office on South Water street, with the lights lowered, or in Hathaway's private office in the police station. Devoy stopped at the Parker House under an assumed name, passing as a newspaper correspondent, and during the many months of active preparation and fitting out, not a breath of suspicion was aroused and not a soul in New Bedford, except those engaged in the scheme had the faintest notion of what was going on.

The original notion of the cost, formed before any of the committee had learned anything of the whaling trade, was that the total cost of the whole expedition would not exceed 10,000dols., but it was soon discovered that this estimate was far below the mark. Only some 7,000dols. had been realised by individual subscriptions, and it was therefore decided to ask a loan to be voted from the clubs of their regular funds. This was responded to liberally by many, but it led to considerable jarring and delay. Not a single member of the Triangle had even the most remote connection with the preparations for the Catalpa expedition.

Another fact worthy of note is that, although every one of over 5,000 members of the organisation knew that the rescue was to be attempted, no notice reached the British Government and consequently no precautions were taken to frustrate it. The details were kept strictly within the membership of the executive and the Rescue Committee. They alone knew the name of the vessel, the port from which she was to sail and those who were to go on the expedition. LeCaron had not yet effected an entrance.

There was quarrelling and conflict as to who should have the honour of going to face the danger, and hard words were uttered and hard blows struck, but it was all kept on the inside and Ireland's enemies knew nothing of it. To enable the Catalpa to sail, James Reynolds gave his note for 4,000 dols, and it was seen to that he suffered no loss.

John J. Breslin, the liberator of James Stephens from Richmond Prison, Dublin, Ireland, was selected as the rescuer in chief. His first lieutenant was Thomas Desmond, of California, who was selected by John C. Talbot, on the recommendation of the men of the Pacific slope, who had subscribed a large share of the funds. Breslin first went to San Francisco, thence to Los Angeles to consult John Kenealy, who had special knowledge of the prison and its surroundings, and returning to San Francisco, took passage with Desmond on the steamer bound for Sydney, New South Wales. His final departure was later than the sailing of the Catalpa, although he left New York a month or more ahead. The Catalpa sailed early in May, 1875. A committee of the organisation, consisting of John Devoy, James Reynolds and John W. Goff, accompanied by Thomas Brennan, of New York, went out aboard of her until she was well into Buzzard Bay, when they left her and returned to shore.

Captain Anthony, a son-in-law of Richardson, was in command, and a rugged Nantucket Islander named Smith, a man of Scotch parentage, was second mate. The only Irishman aboard was the carpenter, Dennis Duggan, who has since died in Dublin. The original intention was to put several more Irishmen aboard, but it was abandoned in deference to Hathaway's earnest objections. Thomas Brennan was brought down to New Bedford for that purpose, but Captain Anthony, Richardson and Hathaway objected on the ground that he could not fill a regular function not already filled on the vessel, and the drudgery of a man before the mast on a whaler was something that no white man would perform. It was subsequently compromised and Brennan, after failing again to get aboard the Catalpa in the Azores, made his way to West Australia and took part in the rescue.

The Catalpa cruised in the North Atlantic during the summer and fall, and captured one whale, whose oil, shipped into New Bedford from Faysal in the Azores, in November realised 11,000 dols. She proceeded leisurely down the Atlantic into the Indian Ocean, visiting the regular whaling grounds, and finally reached King George's Sound, in West Australia, in the spring of 1875. Putting into Bunbury, Captain Anthony was soon in communication with John Breslin, and made his arrangements to suit the plans of the rescuers. On the voyage out he had taken Mate Smith into his confidence, and found him a man ready to risk his life, if necessary, in the good work. Not a man on board, save the captain, the mate, and Duggan, even suspected the object of the trip. The heterogeneous medley of Portuguese, Cape de Verders, Sandwich Islanders, and Malays, never dreamed their little barque was after anything but whales.

In the meantime Breslin had landed in Sydney and placed himself in communication with trusted friends there, whose names for obvious reasons cannot be mentioned with two exceptions, those of John King, now of Passaic, N.J., and Edward Kelly, an ex-Fenian prisoner, who since died in Boston. On learning what was up King and his friends entered heartily into the scheme. A letter from King started another man away down among the mining camps of Queensland, who on horseback and on steamers, traversed over two thousand miles of sea and land, visiting groups of miners in New Zealand and returning to Sydney with over £800 to aid in the rescue. Breslin and Desmond had already gone round to Perth in Western Australia. Desmond had settled down to work at his trade as a coachmaker and Breslin was perfecting the plans of the rescue. His gentlemanly appearance and fine open manner had imposed on the prison governor in Fremantle, and he had been shown through the prison and enabled to open communication with the prisoners through a "Ticket of Leave" Fenian named William Foley, also a trooper of the Fifth Dragoons. But the Catalpa was found to be in need of many things and the expenditure had considerably lessened Breslin's exchequer. Therefore when King arrived on the ground bearing the cash collected from the sturdy miners in New Zealand and Queensland he was a welcome visitor. Having delivered his message he asked Breslin to allow him to take part in the rescue. His request was granted and he was assigned the post of honour. He was made rear guard, to ride between the rescued prisoners with their rescuers, riding for dear life for the whaleboats, and the mounted police who pursued.

When all the arrangements had been completed and the rescuers were nearly ready to go to work, two strangers made their appearance. They were undoubtedly Irishmen, and, as they were big, stalwart men, and Breslin noticed them paying some attention to him and to the prison, he was at first inclined to think they were detectives on his track. They proved, however, to be Dennis F. McCarthy, of Cork, and John Walsh, of Middlesborough, Durham, who had been sent out by the revolutionary organisation in Ireland and England to effect the rescue of the prisoners. They had been supplied with £1000 to do the best they could.

There is a little history behind the origin of this second expedition that need not be told just now. It is enough to say that, without a vessel at their entire command, no matter how well supplied with money they might have been, the bravest and most capable men would not have been able to take the prisoners away, and that £1000 would not have supplied a vessel able to cross the ocean.

McCarthy was a man of superior intelligence, who was capable of managing a rescue if he had the means. He has ever since frankly