TO PHILLIP, IN ENGLAND.

Farewell Phillip, dear mate and friend,
Where we may meet I know not;
I will remember you to the end,
Dear chum with many a jolly
Cruise of mine and of your's and shipmates
Even as large and small

I will not forget you
Nor you know, I hope of you,
Feeling of the heart for me too,
What you may and do,
Whether many miles apart or beside me
Either half of me be cured

Yet I know my friends
Both brother and sister are faithful,
Wife and and mother mine
Of the selfish character is
Yet, as now you are I trust,
Friend never, never leave.

When Phillip, in your prayer
Friends thought for me bear,
Thinking now and then of me
Far away across the ocean,
Hoping your thoughts crossed,
Such "Poor Jack" will bring us home.
—W. Trego Webb on board an American ship.

THE NELSON OF CHILI.

PERSONAL DARING OF CAPT. PRATT IN THE WAR WITH PERU.

He Fitted Wooden Ships Against Ironclads and Fell Also Lacking the Enemy's Rock—His Gallantry as Longer to Civilian Sailors.

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HAT true American did not have a third of opportunity for war and fame, but rose to their meeting to wear the laurels fairly with the Sullivans? Great jack and tars whose spontaneous fire never tired of a enemy, at the Delphic and battlings. It is a boast with the Yankee Navy that they were the Paul Jones, Hull and Lawrence, by Victor Farragut, to mention but a few of the heroes of the sea. I know whether that glory ought to be shared when another navy. But it would have been to either pair to be linked in the companionship of the Nelson of the Pacific, Admiral Lord Cochrane, patriot. Chili has a different fame behind her companions, although one is proud of her. Her navy was not large, and she was in the blood of all filibustering for her sake, but a strong spirit so indifferent to war and fully as likely to give a good account of itself.

The fire of war raged between Peru, Chili, Bolivia and Spain, and Americans served with its Prats, Cornells, Williams, Rodgers, Lynch, Wilson, Smith and Wood. But could vessels have known known to talk and could a Lord Cochrane have known Lord Nelson and John Paul Jones? Time at the capstan, the lunch, the cutlass, the O'Higgins and the rest would have a hard time to keep up with such wonder doings in the war with the Peru, which is an English word with the Chili. Lord Nelson, Paul Jones, or Pratt, could scarcely be known in mines, air Yorktown, Baltimore, Philadelphia and Chicago might well look to their laurels. Perhaps it is well that it is true of you who is a small way remote to be Nelson. The little squadron has been Nelson's budget and the little vessel gave it her great road. Pratt was taken over proud page and the man of the boat up Cape Arabor Pratt, to Arabo Pratt, the next down to and Nelson at Trafalgar, too, to be his name a necessary or to permit to be to their end. Pratt's war has been duly honored by the name of the little boat, but brought to be the lower expression of Jonathan.

When the war broke out between Chili and Peru in April, 1879, Chili had the advantage in numbers and command of ships but was handicapped by having to maintain a blockade. Her four navy were other fleets, a navy in comparison, against the enemy. All her navy lay in the harbor for two days before the 19th of May, when Admiral Grau's fleet left port, leaving the Chili fleet in sight, the Admiral Grau's one Williams in a long chase, leaving the Chilean fleet a action in vain every one and in search of adventure. In his Peru, Grau was in a hot chase with an old wooden corvette named with twelve dependents and a wooden gunboat carrying two dependents and three small guns. Pratt was commander of the corvette Esmeralda. The gunboat, Covadonga, had a commander with the fierce name of Condell.

Now it happened that the corvette that Williams called merchantman, fearing well to have to avoid the guns of his enemies on the high seas and Peru's two ironclads, the Peru, the first on sail southward, keeping the coast and watching the events of the Chilean fleet. The Peruvians had off the river to the coast and in hopes to their fleet, and soon learned that there was nothing between them and the covered port and Iquique, a town of 4,000 souls. Iquique is the chief town of the Tarapaca Department. Another armored corvette ship built for the Peruvian Navy, with the name of Huascar, was at that time in the harbor of Iquique. The Huascar had 20 feet beam, with 200 horse power engines and carried two two-pounders, 300 pounders and two 40-pound Whitworth guns. The Independencia was 20 feet longer than the Huascar, was armed with twelve 70-pounders, two 40-pounders, four 20-pounders and four 9-pounders. These were heavy odds against Pratt's corvette, but a chase against Williams and the same odds all around.

A SUNDAY BALL FROM ABOUT FIFTY OLD PIECES.

The Peruvian fleet of Iquique all night for Pratt, and at daylight the chase began for the Chilean vessels in the harbor. The Huascar and the Independencia headed after the Covadonga. To the accompaniment of musicians about and above Pratt hoisted the signal for a fight. There was no answer, for his cannon had a low note of sound. It would not have been dishonorable to have destroyed his ships and surrendered without any attempt, or to have made a fight with a few shots and then surrendered all.

But Pratt had a manner or a tradition of Nelson in his making whenever he got in. He was fifty-one years old and had seen a good deal of the world, and the gallant fleet of his commanded vessels, one of which, the Covadonga, he had helped to capture from the Spaniards when he was a lad of twenty. He understood the purpose to fight for the supremacy of Iquique, he said, "I believed the same supremacy of the Chilean navy was vital to the preservation of its money. I hoped it will not be called. As long as I lived the Chilean ship in the place, and if I die my colours will keep hard from their mast."

The fight opened at 8 a.m. by a shot from the Huascar towards the Chilean ships. Pratt answered by a broadside and replied to the fire of the Huascar. He ran the Huascar and the rock so as to avoid the Peruvian ironclad which flung on their broadside. The Independencia followed behind the Covadonga, which also ran to their mates. A duel took place for a few hours between the Huascar and the Esmeralda. The Huascar had a hot time of it, for the Esmeralda, however, so far escaped scathless. Chili, Peru, approved that the Independencia was not of sufficient importance to warrant her being a battery of Huascar and gave to her heavy and light guns the Esmeralda, giving her not less than 50. A second shell from the Huascar passed into the Esmeralda's engine room and exploded, wounding the engineer and killing a fireman. The Independencia, of course, was not more than half Huascar's size, and could not hold her after the Esmeralda had poured into her the fire of her guns. Pratt, approved by Peru, had ordered the Huascar and the Independencia to cease firing a battery of Huascar and gave to the heavy and light guns the Esmeralda, giving her not less than 50. A second shell from the Huascar passed into the Esmeralda's engine room and exploded, wounding the engineer and killing a fireman. The Independencia, of course, was not more than half Huascar's size, and could not hold her after the Esmeralda had poured into her the fire of her guns. Pratt, approved by Peru, had ordered the Huascar and the Independencia to cease firing and to follow the Esmeralda, which was now in the Peruvian waters, and Pratt ordered the Chilean vessels to follow the Peruvian ironclad