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THE  
ESSEX INSTITUTE  
HISTORICAL COLLECTIONS

VOL. LIX — 1923.



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SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

1923

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SALEM, MASS.

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VOL. LIX — JANUARY, 1923.

ISSUED QUARTERLY



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### SALEM VESSELS AND THEIR VOYAGES.

BY GEORGE GRANVILLE PUTNAM.

Figuring prominently in the East India commerce after the Revolution, was the Pepper Trade between Salem and the Island of Sumatra,—a trade marked by romance, pathos, tragedy and prosperity. The first American vessel to visit the northwest coast of Sumatra and to bring a consignment of pepper in bulk to this country was the property of Salem merchants, commanded by a Salem shipmaster and manned by Salem men.

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### THE EASTERN RAILROAD.

BY FRANCIS B. C. BRADLEE.

The demand for this historical work by Mr. Bradlee has been constant since the first edition was exhausted, and at the solicitation of those interested in railroading all over the country, this new edition, with additional material and illustrations, is herewith presented.

The Eastern Railroad, which ran from Boston to Portsmouth, N. H., was incorporated in 1836, and was one of the first railroads built in New England.

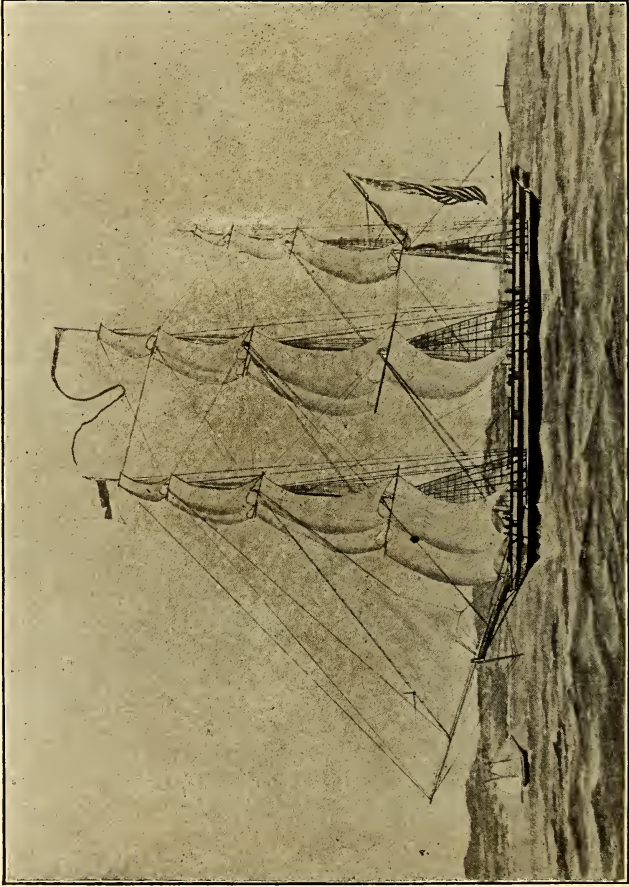
300 copies printed; pp. 122; 24 full-page illustrations; 8vo. Cloth, \$3.50 per volume.

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*New Catalog of all Publications of the Essex Institute sent on application.*







SHIP "GEORGE," 328 TONS, BUILT AT SALEM IN 1814

From a painting by Edmund Stone of Beverly, in possession of the Peabody Museum of Salem

HISTORICAL COLLECTIONS  
OF THE  
ESSEX INSTITUTE

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VOL. LIX

JANUARY, 1923

No. 1

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SALEM VESSELS AND THEIR VOYAGES.

THE SHIP "GEORGE."

AN ACCOUNT OF HER VOYAGES, MASTERS, SUPER-  
CARGOES AND CREWS.

BY GEORGE GRANVILLE PUTNAM.

Few, if any, of the privately owned merchant vessels of this country have been more chronicled than the old ship *George* of Salem. She was known in her day, and in the present, as the "Salem School Ship," because of the fact that more of the boys who began their sea experience in her rose to be masters and supercargoes of vessels than was the case with any other craft. Her story has been told in many ways and quoted on various occasions. She was the fastest merchant ship owned by the merchants of Salem, as was the famous privateer *America* in her class. More than forty years ago the writer collected many facts for a future story of this old Salem argosy, and to it he has since added what seems, to him, many notes of interest. With this explanation, this bit of commercial history, if such it may be termed, is offered for publication at this time.

The late William Leavitt, who was an instructor of youth in Salem, especially in navigation and nautical astronomy, wrote many interesting articles for publication, among them "A History of Essex Lodge of Masons,"

“Materials for the History of Shipbuilding in Salem,” and “Privateering in the Revolution,” all of which are printed in the Historical Collections of the Essex Institute.

Speaking of the ship *George*, he says: “The *George* was built by an association of ship carpenters who were thrown out of employment by the war of 1812. She was built in 1814 for a privateer, and her model was made by Christopher Turner (a skilled marine architect). Peace came on before she was sold; another deck was raised on her and she was made into a merchant ship, and bought by Captain Joseph Peabody at \$16 a ton, and by him named the *George* (for one of his sons). Her length was 110 feet and 10 inches; beam, 27 feet; depth of hold, 13 1-2 feet; tonnage (old measurement), 328. She proved to be one of the finest vessels that ever sailed out of Salem—remarkably fast sailing, lucky under all commanders, always arriving with her cargo of Calcutta goods in just the nick of time, when the market for such goods was at the highest rate and the goods in great demand.”

She drew, ordinarily, on the outward passage, 14 feet and six inches, and 15 feet and eight inches when homeward bound. Turner’s shipyard, where the *George* was built, was where Frye’s Mills were formerly located, at the head of the North river, near where Grove street now is.

Her register at the Salem Custom House is as follows: *George*, ship, 328 tons, Salem, 1814. Reg. May 22, 1815. Joseph Peabody, Gideon Tucker, owners; William Haskell, master. Reg. June 30, 1820, Joseph Peabody, owner; Samuel Endicott, master. Reg. Sept. 21, 1837, Caleb Smith, Jefferson Adams, John B. Peirce, Danvers, owners; Jefferson Adams, master.

Christopher Turner was born in Pembroke, Mass., in 1767. “He probably came to Salem,” says Mr. Leavitt, “with Ebenezer Mann, as an apprentice, and he died in Charlestown, Dec. 28, 1812, aged 46 years. He was at work in the United States navy yard. He was married June 9, 1794, by Rev. Thomas Barnard of the old North Church, to Sally Osborne. He was buried in Salem by the Salem Cadets. He built at Frye’s Mills, schooner *Good Intent*, brig *St. Michael*, ship *Brothers*, schooner

*Hope*, schooner *Lydia*, brig *Mary*, schooner *Eliza*, ship *Pompey*, ship *Endeavor*, ship *Hope*, brig *Forrester*, brig *Brutus*, ship *Hunter*, brig *Romp*, brig *Independence*, ship *Rambler*, and brig *Gleaner*."

There is in the possession of a Danvers gentleman a book containing the lists of the officers and men of most of the vessels owned by the late Joseph Peabody of Salem, and from them have been obtained the names of all those who sailed on the *George* on all her voyages. They will be used in the articles which are to follow. Where a single town is named it indicates the place of both birth and residence; where two are mentioned, the first, in parenthesis, is the birthplace, and the second the residence or hailing place at time of shipping.

#### FIRST VOYAGE.

The *George*, all spick and span, sailed from Salem, May 23, 1815, for Pernambuco and Calcutta, under command of Captain William Haskell of Salem. She arrived at Pernambuco July 4, remained fifteen days, then sailed for Calcutta, and arrived there Sept. 26. She loaded for home, sailed Feb. 25, 1816, and arrived at Salem June 13, 1816, in 109 days. On the outward trip she was 42 days to Pernambuco, and 69 days thence to Calcutta. She was detained at Calcutta 152 days, and she completed the entire voyage in one year and 21 days, certainly a very good showing for a new ship.

On the homeward passage she spoke in Saugur Roads, entrance of the Hooghly river, the brig *Alexander*, Capt. Briggs, 195 days from Salem, bound up the river—an extremely long passage. May 6, lat. 16.50 S., lon. 60 W., the *George* spoke the ship *Caledonia*, Roberts, 75 days from Canton for Philadelphia, where she arrived June 20, in 120 days from Canton, and seven days after the arrival of the *George* at Salem.

#### OFFICERS AND CREW.

Master, William Haskell (Ipswich), Salem; Mate, Jacob Gottfried Agge (Carlsrona), Salem; Second Mate, John Lord (Ipswich), Salem; Clerk, Samuel Endicott, Danvers; Carpenter, Luther Goldthwait (Danvers), Salem;



Seamen, Thomas M. Sanders, Jeremiah Osgood, Joseph Rider and Timothy Wellman, 3d, Salem; William Reynolds, Boxford; Samuel Hutchinson and Herschel Stodder, Salem; Solomon Wardwell (Danvers), Salem; Manasseh Goodhue (Hamilton), Salem; Jonathan Batchelder (Hamilton), Salem; Samuel Endicott, Beverly; Aaron Hubbard, Topsfield. Steward, Christopher White, Salem. Cook, London Ruliff, Salem. She proceeded to Pernambuco, where she obtained her supercargo, Daniel H. Mansfield, Jr.

Of the foregoing, Samuel Endicott, Thomas M. Saunders, Joseph Rider, Timothy Wellman, 3d, Samuel Hutchinson, Jonathan Batchelder, and Daniel H. Mansfield, Jr., became shipmasters.

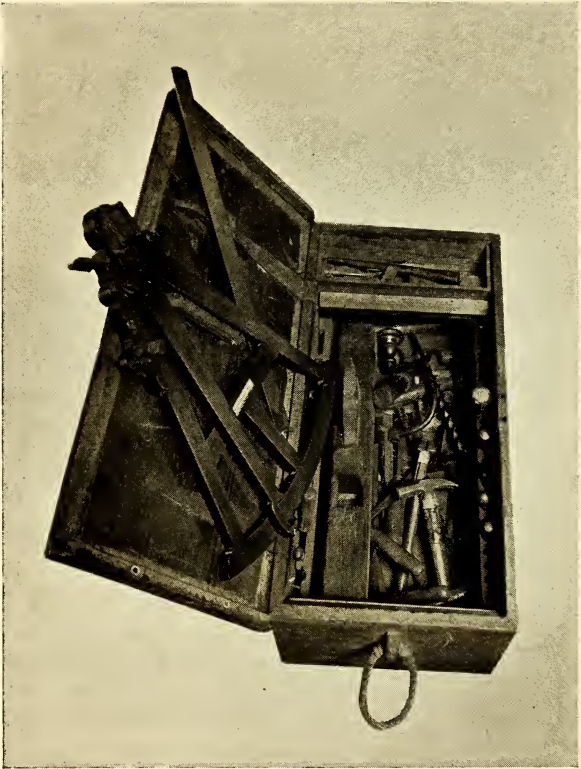
Two of the crew, Solomon Wardwell, a native of Danvers, and Manasseh Goodhue, a native of Hamilton, died at Calcutta.

It was the custom in those days for merchants to allow their officers and sailors ventures, that is, a chance to invest their money in foreign ports, that they might thereby profit. Whatever they so bought was subject to duties, and was obliged to be put on the ship's manifest. A glance at the several manifests of the *George* will show that others besides Capt. Peabody were interested in the ship and cargo. According to the impost book at the Salem Custom House, the consignees were on this voyage as follows: J. Peabody and G. Tucker, merchandise valued at \$152,158.63; 136,528 pounds sugar and 394 pounds white sugar to same, and merchandise to Benjamin Pickman, Jr., and John H. Andrews.

#### SECOND VOYAGE.

Sailed from Salem, July 20, 1816, Thomas West, master, for Hamburg and Calcutta. Arrived at Hamburg, Aug. 25, remained one month, and sailed for Calcutta, Sept. 25. Arrived at Calcutta Feb. 17, 1817. Loaded her homeward cargo, sailed May 24, and arrived at Salem Sept. 17, 1817, in 116 days' passage. Passage to Hamburg, 26 days, and from Hamburg to Calcutta, 138 days. Voyage, one year, one month and eighteen days. Duties, \$48,968.72.





TOOL CHEST AND QUADRANT USED ON THE SHIP "GEORGE"

From the original in possession of the Peabody Museum of Salem



## OFFICERS AND CREW.

Master, Thomas West, Salem; mate, Jacob Gottfried Agge, Salem; second mate, Samuel Endicott, Beverly; carpenter, Luther Goldthwait (Danvers), Salem; seamen, Daniel H. Mansfield, Jr., Thomas M. Saunders, Jacob Sanderson and Samuel M. Dalton, Salem; John Perley, William Reynolds and Greenleaf Perley, Boxford; Jonathan Preston, Stephen Currier and Edward Gale, Salem; Peter Arvedson (Stockholm), Salem; Samuel Hutchinson and William Batchelder, Salem; steward, London Ruliff, Salem; cook, John Butler (Philadelphia), Salem.

Samuel Hutchinson did not go again in the ship, but he continued to follow the sea, and in later years became a shipmaster, sailing in the South American trade. He died in Salem, Dec. 13, 1885, in his 90th year, and he was the sole survivor of those who sailed with him on these two voyages in the *George*. He and Thomas M. Saunders were boys together in the celebrated private armed ship *America*. He was the first commander of the fine barque *Dragon*, owned by Williams & Daland, and a noted vessel in her day. She was subsequently owned by Benjamin West, father of Arthur W. West of Salem.

Samuel M. Dalton of Salem, aged 36, died on the homeward passage, just before crossing the Equator in the Atlantic. He was one of the numerous brave American seamen who were held in bondage by the British previous to the war of 1812. He was impressed and detained *twelve years* on board their ships. On the breaking out of the war he gave himself up as a prisoner, and was confined at Dartmoor till the peace, when he returned to this country.

Consignees—Merchandise to Joseph Peabody and G. Tucker, and 140,203 pounds sugar and 170 cordage to same.

## THIRD VOYAGE.

Sailed from Salem, Oct. 22, 1817, Thomas West, master, for Leghorn and Calcutta. She arrived at Gibraltar, Nov. 22, and at Leghorn Dec. 7—46 days from Salem. She remained at Leghorn until March 24, 1818, and then

sailed for Calcutta. She passed Gibraltar April 4, crossed the Equator May 2, in longitude 20 W., 39 days from Leghorn and 26 from Gibraltar. She passed Cape Good Hope June 1, 70 days from Leghorn, and arrived at Calcutta July 27, 127 days from Leghorn. The ship sailed from Calcutta Dec. 18, 1818, for Salem; passed Cape Good Hope, Feb. 9, 52 days from Sand Heads; crossed the Equator March 7, in longitude 32.42 W., and arrived at Salem April 6, 1819—109 days from Calcutta, a fine passage. Voyage, one year, five months and fourteen days. Duties, \$44,519.45.

#### OFFICERS AND CREW.

Master, Thomas West, Salem; mate, Samuel Endicott, Beverly; second mate, Thomas M. Saunders, Salem; carpenter, Luther Goldthwait (Danvers), Salem; seamen, Edward Gale, Salem; Walter H. Simonton (Portland), Salem; William Tate, Salem; Solomon Giddings (Danvers), Beverly; John Lovett and Benjamin Briant, Jr., Beverly; William Batchelder, John Harvey, Jr., and Daniel H. Mansfield, Jr., Salem; Richard Vickery, Beverly; Peter Arvedson (Stockholm), Salem; Greenleaf Perley, Boxford; George B. Very, Salem; steward, William Colman (Alexandria), Salem; cook, London Ruliff, Salem.

Consignees—Joseph Peabody, G. Tucker, Luther Goldthwait, Edward Gale, John Harvey, William Tate, John Lovett, William H. Simonton, Greenleaf Perley, and Solomon Giddings.

The *George* left at Kedgeree, in the Hoogly river, brig *Nereus*, Bowditch, 170 days from Salem, just arrived. The reader is asked to notice the length of this passage from Salem, as it will be found interesting in connection with some of the future passages of the *George*.

#### FOURTH VOYAGE.

Sailed from Salem, June 19, 1819, Thomas West, master; crossed the Equator July 15, 36 days out; passed Cape Good Hope August 18, 70 days out, and arrived at Sand Heads Oct. 2—115 days from Salem. Left Sand

Heads Feb. 8, 1820 ; passed Cape Good Hope April 5, 58 days out ; crossed the Equator April 30, in longitude 28.39 W., 83 days out, and arrived and anchored in Salem harbor May 25, 1820, at 10 A. M., 108 days from Calcutta. Voyage, 11 months and 17 days. Duties, \$38,239.42.

#### OFFICERS AND CREW.

Master, Thomas West, Salem ; mate, Samuel Endicott, Beverly ; second mate, Thomas M. Saunders, Salem ; carpenter and seaman, Luther Goldthwait (Danvers), Salem ; seamen, John Stickney, Beverly ; William Batchelder, Salem ; Henry Towne (Andover), Boxford ; George B. Very, Salem ; John Lovett, Richard Vickery and Andrew Haskell, Beverly ; Joseph Underwood, Salem ; John Adams, Beverly ; Daniel H. Mansfield, Jr., Salem ; Greenleaf Perley, Boxford ; Benjamin Briant, Jr., Beverly ; steward, William Colman (Alexandria), Salem ; cook, London Ruliff, Salem.

Consignee—Joseph Peabody.

In a volume entitled "Old Marblehead Sea Captains and the Ships They Sailed," by Benjamin J. Lindsey, in a sketch of Capt. Benjamin Andrews of that town, is the following, taken from a journal kept by Capt. Andrews while in command of the brigantine *William* of Marblehead, on the passage from Batavia for Calcutta :

"Remarks, Friday, Oct. 1, 1819. These 24 hours commence with gentle gales and pleasant weather. Cruising for Pilot. At 2 P. M. spoke the ship *George*, from Salem, bound to Calcutta, Capt. West. Capt. Andrews requested Capt. West to spair him a Topmast, but he declined, saying he had nown; and our situation was represented to said West. But he, like the Good Samaritan, passed on the other side."

Capt. Andrews was drowned at Sumatra in 1821.

The ship *Wanderer*, Captain Sampson, sailed from Calcutta for Boston, two weeks before the *George*, but did not arrive at her destination until June 5, the *George* thus beating the *Wanderer* by 25 days.

Captain West did not command the *George* again, but

probably continued to follow the sea. He died Jan. 24, 1849, aged 71 years. He was a member of the Salem Marine Society.

#### FIFTH VOYAGE.

Sailed from Salem, July 3, 1820, Samuel Endicott, master. Crossed the Equator Aug. 14, in longitude 24.06 W., 42 days out; passed Cape Good Hope Sept. 8, 67 days out; arrived at Sand Heads Oct. 27, and at Calcutta Oct. 29—118 days' passage. Sailed for home Dec. 27, 1820, and was 51 days and six hours to Cape Good Hope; crossed the Equator March 17, in longitude 37.18 W., 80 days out. Arrived and anchored in Salem harbor April 15, 1821, at 1 A. M., 109 1-2 days from Calcutta, and 9 months and 12 days from the time she left Salem on the outward passage. Duties, \$21,940.39.

#### OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, Thomas M. Saunders, Salem; second mate, Benjamin Briant, Jr., Beverly; carpenter, Luther Goldthwait (Danvers), Salem; seamen, John Adams, Beverly; John D. Symonds, Salem; John Stickney, Beverly; William Batchelder, Salem; Andrew Haskell and Edmund Stone, Beverly; Henry Towne (Andover), Boxford; Greenleaf Perley, Boxford; Joseph Winn, 3d, and George B. Very, Salem; William Davis, Beverly; steward, William Colman (Alexandria), Salem; cook, Joseph Francis (Africa), Salem.

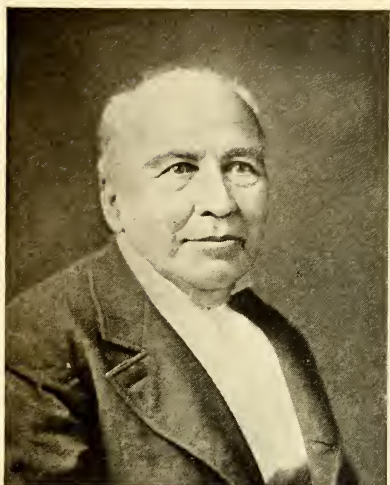
Consignee—Joseph Peabody.

Edmund Stone of Beverly, one of the sailors of the *George* on the fifth voyage, drew a picture on his sea chest of the ship coming up the North shore on her homeward passage from Calcutta, with the lights of Thacher's Island in the distance. A copy of this picture was printed, in colors, on the calendar of the Asiatic Bank, now merged in the Naumkeag Trust Company, several years ago. Several inquiries were made through the press for information concerning Mr. Stone, and a friend of the *Salem News* thus replied, in the issue of March 4, 1904:

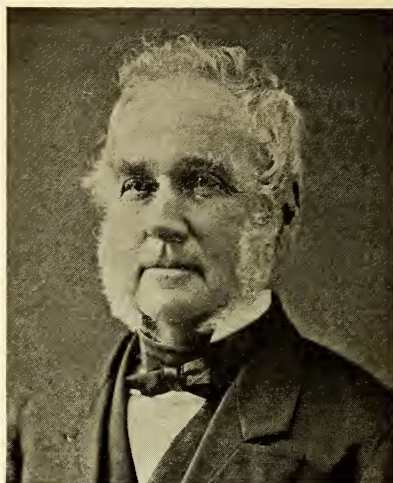
"I have made inquiries regarding Mr. Stone, and I have gleaned the following facts, from consulting the files of the *Salem Register*



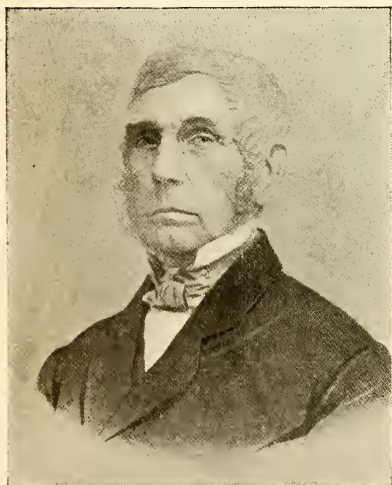




CAPT. WILLIAM DRIVER  
1803 - 1886



EPHRAIM EMMERTON  
1791 - 1877



CAPT. THOMAS M. SAUNDERS  
1795 - 1879



CAPT. SAMUEL ENDICOTT  
1792 - 1872

and by conversation with Treasurer Charles H. Kilham of the Beverly Savings Bank, Hon. Robert S. Rantoul and George H. Allen of Salem. Edmund Stone was born in Montserrat (Beverly), Dec. 7, 1791, and was a son of Josiah and Mary (Wales) Stone. In 1812, at the age of 21 years, he was a seaman on the ship *Glide*; in 1817, he was in the ship *China*; in 1818, in the ship *Augustus*; in 1820, in the ship *George*, and this was the voyage when he drew this picture of the *George* on top of his sea chest. He married Nancy Standley of Montserrat, who married again after his death. She left a daughter, Mrs. Edwin Pride, now living in Montserrat. Mr. Stone left a son, Edmund Stone, but he died in October, 1851. Mrs. Pride says that she well remembers a picture of the *George* hanging over the head of the son's bed, and he also had a small picture of the ship *Glide*, but she has lost all trace of both of the pictures. Searching the files of the *Salem Register*, I find that the fever was raging in Batavia in 1824. In the *Register* of Feb. 21, 1825, is printed this paragraph: 'The following deaths occurred at Batavia previous to Nov. 3, 1824: Fourteen men on the ship *Maine*, four on the ship *Moss*, three on the brig *Banian*, and three on the brig *Indus*.' The *Register* of Feb. 28, 1825, says: 'Died at Batavia, previous to Aug. 25, 1824, William Chandler of Hamilton, aged 32, and Edmund Stone of Beverly, aged 33, first and second officers of the ship *Maine*. Since the death of Capt. John Upton of Salem (July 29, 1824), 12 of her crew have died, including the above, leaving only three alive, and two of them boys. One of the latter is named Brown, and the other is supposed to be Hooper. Died at Batavia, on board ship *Maine*, William C. Gale, son of Samuel Gale of this town, aged 29 years.' The *Register* of March 14, 1825, prints this paragraph: 'Died on board ship *Maine*, at Batavia, Stephen B. Dockham, carpenter, of this town.' Mrs. Pride has no record of the death of Mr. Stone, but she always heard that he and others of the crew died at Batavia on some Salem ship, the story being that the men were obliged to do some work in the water, instead of natives being hired to do it. All hands but one died. The extracts from the *Register* confirm the time and place of Mr. Stone's death. I have been unable to learn anything about Mr. Stone's talents as an artist, whether or not he was extremely handy with his brush as well as his pencil, and whether or not his efforts were confined to these pictures of the *George* and the *Glide*. I should be very glad to hear further about him."

In the marine room of the Peabody Museum of Salem are no less than five water color paintings from the brush of Mr. Stone. One is inscribed "American Ship *George* Leaving Sand Heads, Calcutta, bound to Salem, December

28, 1820." The pilot brigs *Flora*, *Eliza*, *Sea-Horse* and *Philip* at right, the bow of ship *Partridge* at left. Another, similar, but without inscription. Another, showing the *George* off Baker's Island, Salem. Another, probably passing out of Salem harbor. Also a copy of an original owned by George H. Allen.

John Adams, of Beverly, died at sea, after an illness of three months, March 18, 1821, in longitude 31.36 W., latitude 1.53 N. He was about 33 years of age. His body was committed to the deep, with the usual impressive services, which affect all so deeply and are so lasting on shipboard.

On Feb. 5, 1821, at 10 A. M., a ship was seen from the *George*, bearing W. by N.; at midnight to the westward; Feb. 6, at 3 P. M., latitude 28.48 S., longitude 40 E., came up with her and spoke her, and found she was the ship *Two Brothers*, owned by John Forrester of Salem, and commanded by Capt. Gilchrist, 58 days from Canton for Antwerp.

On April 5, latitude 30.32 N., longitude 59 W., fell in with the schooner *Susannah* of Fredericksburg, having nothing standing but her bowsprit and jibboom; boarded and found her ballasted with plaster of Paris and with about two feet of water in her hold. She appeared to have been in this condition a long time.

#### SIXTH VOYAGE.

Sailed from Salem, May 28, 1821, Samuel Endicott, master; crossed the Equator June 28, 31 days out; passed Cape Good Hope July 30, 63 days out, and arrived at Sand Heads, Sept. 11, 106 days from Salem, and was eight days working up the Hoogly river to Calcutta. Sailed from Sand Heads Jan. 2, 1822, having been six days coming down the river from Calcutta; was 44 days and 18 hours to Cape Good Hope; crossed the Equator March 8, 20 days from Cape Good Hope, and arrived at Salem April 6, 95 days from Sand Heads. Voyage, 10 months 9 days. Duties, \$17,257.91.

#### OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, Thomas M. Saunders, Salem; second mate, Benjamin Briant, Jr.,



Beverly; carpenter, Luther Goldthwait (Danvers), Salem; seamen, Greenleaf Perley, Boxford; William Berry, Salem; Henry Towne (Andover), Boxford; Edward Collins, Salem; Enoch Wood, Boxford; John Stickney, Beverly; William C. Lamb and William Batchelder, Salem; Samuel V. Shreve (Alexandria), Salem; Joseph Winn, 3d, and William E. Allen, Salem; Andrew Haskell, Beverly; steward, William Colman (Alexandria), Salem; cook, Prince Farmer, Salem.

Consignees—J. Peabody, William Allen, Thomas Bowditch, Greenleaf Perley, Benjamin Cox, Benjamin Bryant, and Thomas M. Saunders.

The fine sailing of the *George* on the homeward passage is worthy of notice, especially from Sand Heads to Cape Good Hope, thence to the Equator. They were seldom equalled by the best craft afloat in sailing ship days.

The *George* sailed from Salem, in company with the fine new ship *Acasta*, Capt. Cloutman, on a Sunday. Wagers were laid that the *Acasta* would arrive out first. A sharp lookout was kept by each ship, but the *George* won out with several days to spare. William W. Oliver, deputy collector of customs, states that these two ships carried from Salem \$622,000 in specie.

#### SEVENTH VOYAGE.

Sailed from Salem, May 25, 1822, at 1 P. M., Samuel Endicott, master. Crossed the Equator June 19, 25 days out; passed the Island of Trinidad, latitude 20 degrees south, 32 days out; passed Cape Good Hope July 15, 52 days and one hour from Salem, and arrived at Sand Heads Aug. 20, 89 days from Salem, and was 17 days working up the river. This was the quickest outward passage ever performed by the ship, 88 days to soundings and 89 from Salem to Sand Heads. It was going some, too. Sailed from Calcutta, Dec. 14, 1822; Sand Heads, Dec. 19; passed Cape Good Hope Feb. 3, 47 days out; touched at St. Helena Feb. 15, 59 days out, and sailed Feb. 17; crossed the Equator March 3, and arrived at Salem April 3, 1823, 105 days' passage, and thereby hangs a story. Voyage, 11 months and 4 days. Duties, \$21,910.96.

## OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, Thomas M. Saunders, Salem; second mate, Benjamin Briant, Jr., Beverly; supercargo, Ephraim Emmerton, Salem; seamen, Greenleaf Perley, Boxford; Henry Towne (Andover), Boxford; Justin B. McCarthy and William Driver, Salem; Enoch Wood, Boxford; Zachariah Morgan, Beverly; William C. Lamb and William Batchelder, Salem; Samuel V. Shreve (Alexandria), Salem; Joseph Winn, 3d, and William E. Allen, Salem; Josiah Lovett, 3d, Beverly; Henry Lander and Edward A. Wilson, Salem; steward, William Colman (Alexandria), Salem; cook, Prince Farmer, Salem.

Consignees—Joseph Peabody, Stephen Nourse, Samuel Endicott, Ephraim Emmerton, Jr., Samuel V. Shreve, Zachariah Morgan, Henry Towne, Samuel Barton, William E. Allen, Henry Lander, J. B. McCarthy, Greenleaf Perley, Joseph A. Peabody, Joseph Winn, Colman and Farmer, Tucker Daland, Thomas M. Saunders, and Francis Peabody.

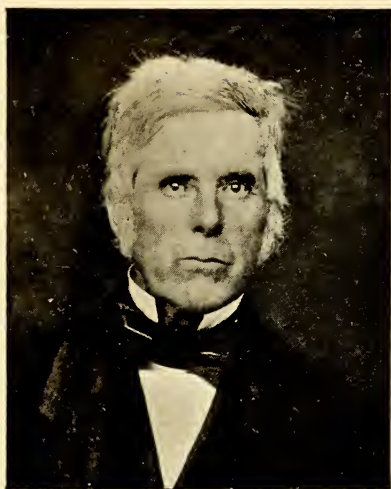
The passage from Salem to Sand Heads in 89 days, 88 to Soundings, was the quickest outward passage of the ship. It was splendid sailing.

More than forty years ago the writer enjoyed the privilege of sitting one evening with Captain Thomas M. Saunders and Captain Charles H. Allen, at the home of the former on Andrew street, and of learning from Captain Saunders the story of a remarkable escape from wreck of the *George*. People to-day recall the hard winter of 1919-1920, but that of March, 1823, may well take its place by its side.

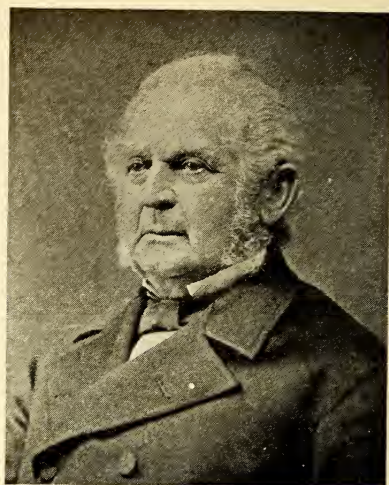
Reference to the log book of Captain Saunders showed that the ship arrived off this coast shortly before sundown March 31, 1823. Captain Endicott hoped to get in in good season.

“We sighted Chatham light shortly before sundown, the weather very threatening,” said Captain Saunders, as he recalled the terrible experience of that night. “We ran along and made Cape Cod light, the weather shutting in very thick, with hail and sleet, almost immediately, the wind E. S. E., fresh. After sighting Cape Cod

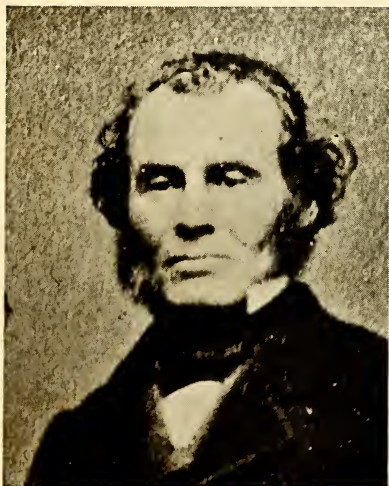




CAPT. JONATHAN H. LOVETT  
1772 - 1844



CAPT. SAMUEL HUTCHINSON  
1796 - 1885



CAPT. CHARLES D. MUGFORD  
1809 - 1868



CAPT. THOMAS WEST  
1778 - 1849

From a painting by M. Corne in 1803



light, ran along and made Race Point light on the larboard bow, in order to make sure that it was Cape Cod light that we last saw. The ship was then under close-reefed fore and mizzen and whole maintopsail, and steering about N. N. W.

"Immediately after sighting Race Point light, the maintopsail was close-reefed and the ship was hauled to the northeast. About sundown, as the gale was increasing rapidly, storm staysails were set, and the ship was kept on this course until near midnight, making five or six knots an hour.

"At 8 o'clock P. M. it began to snow, weather very cold, the spray freezing to the rigging and forming on the ropes in huge icicles, so that they had to be pounded with 'heavers' to keep them clear and to prevent clogging of the blocks. At midnight we found the maintopsail faling, and undertook to take it in, but lost the most of it, partly caused by the mizzen staysail giving out at that moment and driving the men from the lee side of the rigging. The gale continuing, every remaining sail was carried away by the force of the wind, excepting the reefed foresail. The storm continued with unabated fury until past midnight.

"At daybreak, the wind gradually hauled to the northward, and, increasing, the foresail went by the bolt ropes, leaving our ship without a stitch of canvas on her. After daylight, the gale somewhat abating, we succeeded in bending another set of staysails, the weather still very thick. About 9 or 10 o'clock in the forenoon, finding the water shoaling, we arranged both cables of 40 fathoms each, making every preparation for anchorage, if the ship should get into too shoal water, and prepared for the last alternative of cutting away her masts.

"As the weather moderated, we continued to bend new sails, and between 10 and 11 A. M. wore ship, and then saw land nearly astern. At noon it was hazy, with the wind N. W. We continued along in this way, in very thick weather, although not blowing hard, the remainder of the day, and at night, between 7 and 9 o'clock, the weather partly clearing, we sighted Thacher Island's twin lights on the larboard bow, to our great relief and joy. Shortly after, we tacked ship to the southward, and continued beating about the bay all night, and until boarded by Pilot Perkins, who brought the ship into Salem harbor, where we anchored.

"'Where were you during the storm of the last two days?' was the pilot's first question. Being the first officer, I replied, 'Beating about the coast and the bay.' 'No, sir,' he replied, 'your ship could not have lived through such a storm in such a place.' 'But she did,' I said, 'and here we are.' "

Such was the story of this wonderful escape of this remarkable ship, as the writer heard it from one on whose shoulders rested in no small measure the safety of the ship and her crew. Not more than one ship in a hundred could have survived such a gale, and it was only the sagacity and skill of her commander, ably supported by his officers and crew, and the splendid sea-going qualities of the ship herself, that saved her from destruction at this time. No notice was taken of the heroic conduct of the crew and officers by the underwriters, although a very heavy loss was saved for them.

The papers of the day described that storm as "undoubtedly the most violent which has been experienced for many years, and probably at such a season has been exceeded by none since the memorable storm of April 1 and 2, 1786." It was the sixth snow storm since the beginning of March; the snow fall was two feet on a level, and the violent wind threw it into such immense banks that the roads were almost impassable. A brig was wrecked at Norman's Woe, and nine persons perished, only one man being saved.

#### EIGHTH VOYAGE.

Sailed from Salem, June 21, 1823, Samuel Endicott, master, for Calcutta. Crossed the Equator July 23, 33 days out; passed Cape Good Hope Aug. 19, 60 days out; and arrived at Sand Heads Sept. 24, 96 days from Salem to pilot, and 95 to soundings. Left Calcutta Feb. 4, 1824, Sand Heads Feb. 10, for Salem; weathered Cape Good Hope, in a heavy gale, March 30, 49 days out, fine winds and pleasant weather having been strangers since crossing the Equator in the Indian Ocean; crossed the Equator in the Atlantic April 23, 73 days from Sand Heads, and arrived at Salem May 25, 1824, at 10 A. M., 106 days from Sand Heads, all well. Voyage, 11 months and two days. Duties, \$28,082.63.

#### OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, Thomas M. Saunders, Salem; second mate, Greenleaf Perley, Boxford (Mr. Perley died at Calcutta, Jan. 30, 1824, a son of Mr.

and Mrs. Amos Perley of Boxford, and a worthy and very promising young man); carpenter, Benjamin Ashby, Salem; seamen, Victor Touret (Havre de Grace), Salem; Benjamin Stickney, Beverly; William C. Lamb and William Driver, Salem; William Pinder, Beverly; Nicholas Edwards (Marblehead), Salem; James G. Glover, Salem; Josiah Lovett, 3d, Beverly; Joseph Winn, 3d, and William E. Allen, Salem; William H. Lovett, Beverly; William Mellus, Jr. (Machias), Salem; steward, William Coleman (Alexandria), Salem; cook, Prince Farmer, Salem.

Francis W. Pickman, Salem, was clerk; George W. Endicott, Danvers, supercargo; and Captain Israel Whitney, Beverly, was a passenger on the homeward trip.

Consignees—Joseph Peabody, J. A. Peabody, Peabody & Deland, Samuel Barton, S. & G. Endicott, Josiah Lovett, F. W. Pickman, J. Whitney and A. H., Thomas M. Saunders, William Leach, E. Rollins, Odell & Perley, Prince Farmer, William Driver, J. G. Glover, N. Aylward, William Colman, William Pinder, Ephraim Emerton, Jr., William H. Lovett, William Mellus, Jr., and Joseph Winn, 3d.

March 30, latitude 35.16 S., longitude 18.38 E., the *George* was boarded by the English East India Company's (which, by the way, owned a line of splendid merchant vessels in the East India trade) ship *Vansittart*, Captain Dalrymple, 59 days from Canton and 43 days from Anjier, Java, for London. Ten days previous the *Vansittart* spoke a French ship from the Isle of France, which informed Captain Dalrymple of a violent gale at that island about March 1, in which thirty sail of vessels were lost at that place and at Bourbon.

The *George* spoke, March 20, latitude 30.27 S., longitude 39.18 East, brig *Nereus*, Captain Brookhouse, 85 days from Salem for Mozambique, all well.

The writer spent one evening looking through the log books of Thomas M. Saunders and Joseph Winn, kept by them on this voyage. In them he found recorded accounts of a gale which began Feb. 28, 1824, in latitude 12.40 S., longitude 86 E., and continued through March 1 in latitude 13 S. A succession of gales would better ex-

press the real conditions. The ship was hove to, and all hands, as far as possible, kept below. Only one man was allowed on deck, and he was lashed to the helm. March 2 the gale abated, and the ship continued on her course, having sustained considerable damage to her hull and rigging. Joseph Winn, in his journal, wrote the following: "March 2—Thanks be to God, this gale has abated, for we are a picture of a wreck."

On the completion of this voyage, her commander, Captain Samuel Endicott, went two voyages as supercargo, and the mate, Thomas M. Saunders, took charge of this fine old packet ship.

Victor Touret, one of the crew, was the grandfather of the late Benjamin A. Touret of Salem, and great-grandfather of Bishop Frank Hale Touret of Idaho, who preached in Grace and St. Peter's churches, Salem, recently.

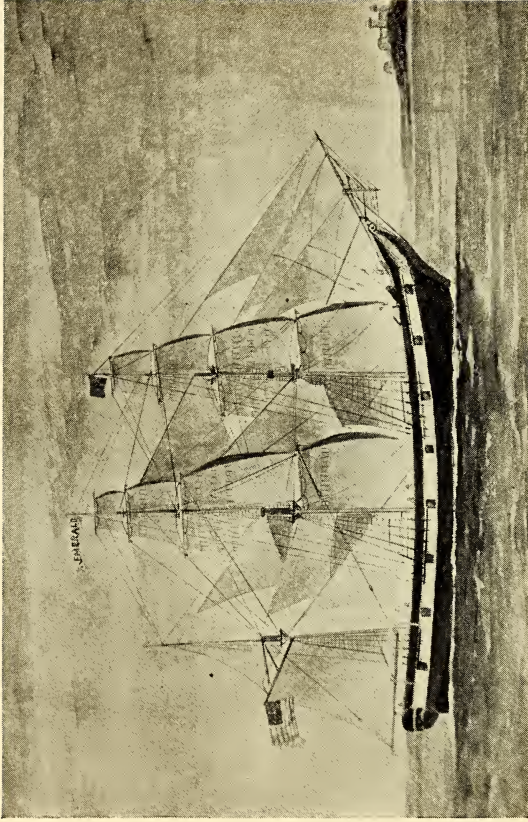
The *George* had, as one of her crew on this voyage, a boy, who, before he died at a ripe old age, became distinguished as a loyal son of his country in secession times, and, because of the fact that he christened the Stars and Stripes of America "Old Glory." He was William Driver, and his name will go down to posterity because of his devotion always, under the most trying circumstances, to his flag and to his country. He died in Nashville, Tenn., where he "had been hated (by the Confederates, because of his Unionism and loyalty), and shunned as one affected by the leprous spots," as he wrote in his journal. "His flag, Old Glory, which the Rebels could not find, because it was sewed up in the coverlet of his bed, and was hoisted with his own hands over the capitol in Nashville, Tenn., when the Union troops occupied the city, is now in possession of the Essex Institute.

#### NINTH VOYAGE.

Sailed from Salem, June 26, 1824, Thomas M. Saunders, master, for Calcutta, and arrived there Oct. 26, 122 days' passage. Sailed for home Feb. 13, 1825; passed Cape Good Hope April 4, 50 days out, and arrived at Salem May 24, 100 days from Calcutta. Voyage, 10 months and 27 days—a very good trip for the young man on his first voyage as master. Duties, \$59,778.56.







SHIP "EMERALD" OF SALEM

Built in 1823 altered to a bark in 1836

## OFFICERS AND CREW.

Master, Thomas M. Saunders, Salem; mate, Richard Wheatland (Wareham), Salem; second mate, William Ashton (Marblehead), Salem; carpenter, Benjamin Ashby, Salem; seamen, Nicholas Aylward (Marblehead), Salem; Isaac Swan (Sanbornton, N. H.), Salem; James G. Glover, William E. Allen, William S. Rose and George B. Very, Salem; William Bryant, Beverly; Michael Lord, Ipswich; William H. Lovett, Beverly; William Mellus, Jr. (Machias), Salem; Charles Ramsdell (Salem), Milford; Augustus Perry (New Bedford), Salem; Timothy D. Prentiss (Marblehead), Salem; steward, William Coleman (Alexandria), Salem; cook, Clement Short (New York), Salem.

Captain Samuel Endicott, Beverly, was supercargo.

Consignees.—Joseph Peabody, Ephraim Emmerton, Jr., Thomas M. Saunders, Joseph Shatswell, William Coleman, Richard Wheatland, D. Bancroft and J. E. Tuttle, William E. Allen, William H. Lovett.

## TENTH VOYAGE.

Sailed from Salem, July 1, 1825, for Calcutta, Thomas M. Saunders, master; crossed the Equator Aug. 7, 38 days out; passed Cape Good Hope Sept. 4, 66 days out, and arrived at Sand Heads Oct. 18, 110 days from Salem. Sailed for home Jan. 23, 1826; passed Cape Good Hope March 17, 54 days from Calcutta; crossed the Equator April 13, in longitude 29.50 west, and arrived at Salem May 13, 1826, 111 days from Calcutta. Voyage, 10 months and 12 days. Duties, \$47,931.53.

## OFFICERS AND CREW.

Master, Thomas M. Saunders; mate, William Ashton (Marblehead), Salem; second mate, Michael Lord (Ipswich), Salem; clerk and seaman, Augustus Perry (New Bedford), Salem; supercargo, Samuel Endicott, Beverly; carpenter, David Driver (Manchester), Beverly; seamen, William R. Coombs (Islesboro), Salem; Robert G. Elliott, Beverly; Joseph Keirom (Madeira), Salem; Isaac Swan, (Sanbornton, N. H.), Salem; William H. Lovett and

Ebenezer Smith, Jr., Beverly; James G. Glover and William E. Allen, Salem; Charles Ramsdell (Salem), Milford; William Mellus, Jr. (Machias), Salem; William Manning, Jr., Salem; steward, James Ruliff, Salem; cook, William Ranson, Salem.

Consignees—Joseph Peabody, Samuel Endicott, Thomas M. Saunders, William Ashton, Albert Thorndike, William Millers, Michael Lord, James G. Glover, William H. Coombs, Isaac Swan, William E. Allen, Robert G. Elliott.

Another instance of the *George* showing her speed was when at sea on the morning of August 7, 1825, at 6.30 o'clock, the lookout sighted a ship, lower yards to the water, ahead of her. In the short time of three hours she overtook and spoke the stranger, and found her to be an English ship bound from London for New South Wales. At night the English craft was so far astern that she could not be seen from the *George*.

#### ELEVENTH VOYAGE.

Sailed from Salem August 6, 1826, Samuel Endicott, master. Crossed the Equator September 20, in longitude 23.17 W., 43 days out; passed Cape Good Hope Oct. 6, 69 days out, and arrived at Sand Heads Dec. 5, 119 days from Salem, and arrived at Calcutta Dec. 12, having had light easterly winds up the Hoogly river. Left Calcutta Jan. 28, 1827, Sand Heads Feb. 4, and passed Cape Good Hope March 26, 50 days from Sand Heads; sighted St. Helena April 7, at 11 A. M., 62 days out, bearing by compass N. W. by N. N. W., distance 50 miles, and lost sight of it the next day at the same hour, having seen it for 105 miles; crossed the Equator April 20, in longitude 28.59 W., and arrived at Salem May 23, 1827, at 7 A. M., 107 days from Calcutta. Voyage, 9 months and 17 days. Duties, \$17,015.40.

Captain Endicott wrote in his journal: "From May to October, when outward bound, I have always endeavored to pass from four degrees to six degrees west of St. Anthony, one of the Cape Verde islands. By so doing, I have found much steadier winds and carried the N. E. trades much farther south. At this season of the year S, and S. S. W. winds prevail between the S. E. and N. E.

trades, where a ship may always obtain easting enough so as not to cross the Equator too far west, and, I think, following this route will always shorten the passage to the Equator."

#### OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, William Ashton (Marblehead), Salem; second mate, Jonathan H. Lovett, Jr., Beverly; supercargo, Samuel Barton, Salem; carpenter, Benjamin Millett, Salem; seamen, Ebenezer Smith, Jr., and William H. Lovett, Beverly; David Driver (Manchester), Beverly; William Manning, Salem; John Vickery, Jr., George Whitmarsh, William Lovett, Jr., Stephen Church and Josiah Bennett, Beverly; Thomas Webb (New York), Salem; William G. Oliver, Salem; Augustus Perry (New Bedford), Salem; steward, William Coleman (Alexandria), Salem; cook, Jesse Burrill (Worcester), Salem.

Consignees—Joseph Peabody, Samuel Endicott, John O. Lovett, Ebenezer Smith, William Coleman.

No less than eight Beverly boys, it will be noted, were members of the crew, while a Beverly man was master, and another Beverly man was second mate. Beverly had the call on this voyage. William Ashton, the mate, later became master of the ship *Mentor*, in the Salem-Sumatra trade. George Whitmarsh became master of the ship *Eclipse* in the Sumatra trade, succeeding Capt. Wilkins, who was murdered by the Malays.

#### TWELFTH VOYAGE.

Sailed from Salem July 4, 1827, Thomas M. Saunders, master. Crossed the Equator August 13, 40 days out; passed Cape Good Hope Sept. 9, 67 days out, and arrived at Sand Heads Nov. 6, 125 days from Salem; was eight days working up the river to Calcutta, all well. Left Calcutta Feb. 9, 1828; Sand Heads Feb. 11 (off which spoke ship *Emerald*, Joseph Webb, master, R. C. Mackay, supercargo, from Salem, Sept. 30, 153 days from Salem; Capt. Webb was the grandfather of the late Capt. Arthur N. Webb, formerly treasurer of the Holyoke Mutual Fire Insurance Company of Salem; the *Emerald* had papers



and letters from home for those on the *George*, which proved most acceptable); passed Cape Good Hope April 2, 53 days out; crossed the Equator April 26, in longitude 28.10 W., 24 days from the Cape, and arrived at Salem May 19, 1828, 98 days from Sand Heads and 100 from Calcutta. Voyage, 10 months and 15 days. Duties, \$21,875.72.

#### OFFICERS AND CREW.

Master, Thomas M. Saunders, Salem; mate, William Ashton (Marblehead), Salem; second mate, Jonathan H. Lovett, Jr., Beverly; supercargo, Samuel Barton, Salem; carpenter, Benjamin Millett, Salem; seamen, Ebenezer Smith, Beverly; Thomas Webb (New York), Salem; George Whitmarsh, John Vickery, Jr., William Lovett and Stephen Church, Beverly; William Manning, Jr., Salem; David Driver (Manchester), Beverly; John J. Scobie, William G. Oliver John B. Goodhue and Charles H. Allen, Salem; steward, William Coleman (Alexandria), Salem; cook, Jesse Burrill (Worcester), Salem.

Consignees—Joseph Peabody, Thomas M. Saunders, William Coleman, Ebenezer Smith, Josiah Lovett, Lovett & Thorndike, E. Ellingwood, Samuel Emery, William Ashton, William W. Oliver.

Died at Calcutta, Dec. 18, 1827, after an illness of fourteen days, John Vickery, Jr., of Beverly, 26 years, seaman.

Died at sea, March 21, 1828, latitude 31 south, longitude 37.20 east, William G. Oliver, 18 years 9 months, son of William W. Oliver, Esq., deputy collector of customs of Salem. Thereby hangs a pathetic story. Older Salem people will recall, readily, Deputy Collector William W. Oliver, who held that office forty-six years, and who was a perfect encyclopedia of information regarding Salem commerce. As the reader has observed, his son, William G. Oliver, was making his second voyage in the *George*, and he was well when the ship left Calcutta. On the previous voyage, when the ship was sighted from Salem Neck, a lad ran up to the Salem Custom House and told the news to Mr. Oliver, for which he received a

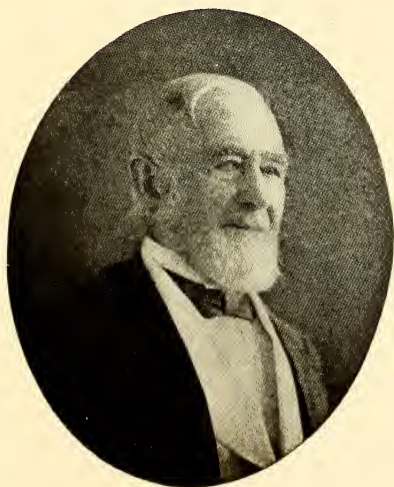




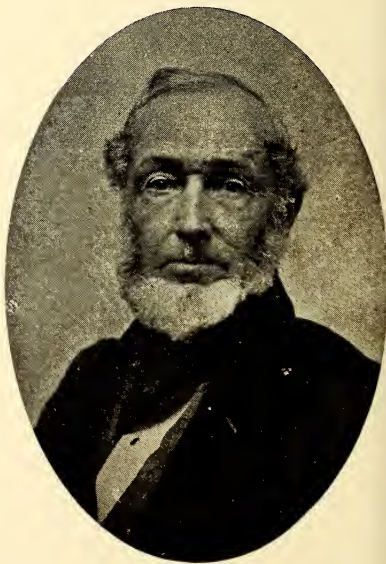
SAMUEL BARTON  
1805 - 1840



CAPT. AUGUSTUS PERRY  
1807 - 1879



CAPT JOSEPH WINN  
1805 - 1880



CAPT. DANIEL H. MANSFIELD  
1801 - 1876

quarter, as was the custom in those days to give the boys for their news. Mr. Oliver quickly got a chaise, drove to the Neck and then to the wharf, and from the latter took the sailor lad home with him, where the mother gladly received him. On this second voyage, however, when a lad rushed to him with the news, "The *George* is coming, Mr. Oliver," he gave the lad his fee, and then said, "My boy is dead, and I am going home." Suiting the action to the word, he took his hat and went home to his wife, a sorrow-stricken man. Yet he had had no possible way of knowing the sad news, for the lad died at sea, and the ship was not spoken after the boy's decease.

Mr. Oliver, the boy's father, died in Salem, Dec. 29, 1869, in his 92d year, and, as before stated, is well remembered by older Salem people of to-day. He was an enthusiast on walking, and would frequently take long tramps. On one occasion, when there was a fire in Lynn, he was asked where the fire was, and he replied, "I am told it is in Lynn; guess I will step over and see." The story goes that he did so. He was employed in the Salem Custom House as office boy, clerk, and deputy collector, forty-six years and ten days. Aside from his wonderful knowledge of the commerce of Salem, he was very minute in local history, and he would delight his hearers with his personal recollections of the visit of President George Washington to Salem, in October, 1789, for then he was a boy eleven years of age, and he retained a vivid recollection of the scenes on that occasion.

The brig *Bramin*, Captain Leach, sailed from Sand Heads, Feb. 7, for New York, four days before the *George*, but was overtaken by the ship Feb. 13, latitude 14.53 north, longitude 87.30 east.

A breeze of excitement was created on the *George* on the outward passage to Calcutta, when, in latitude 5 north, longitude 18 west, the ship passed about two miles to leeward of a four-masted vessel standing to the westward. The stranger had every appearance of being a pirate. Some of the crew of the *George* hid their money, determined to save it if possible. When six or seven miles astern of the *George*, the craft tacked and stood for her. She set all drawing sail and continued the chase for

sixteen hours, but finding that the *George* outsailed her, gave up the pursuit. She was a vessel of about 200 tons, and resembled somewhat a man-of-war. Several years later it was learned that she was a slaver. "But the boys were mightily scared," said Capt. Saunders and Capt. Charles H. Allen (the latter was a boy on the *George* at the time), in relating the occurrence to the writer some half a century later.

#### THIRTEENTH VOYAGE.

Sailed from Salem, Aug. 8, 1828, Thomas M. Saunders, master. Crossed the Equator Sept. 10, 33 days out, and arrived at Pernambuco Sept. 17, 40 days from Salem, and leaking 1000 to 1200 strokes per hour. She was discharged, stripped, hove down, repaired, sheathed anew with board and copper, reloaded, and was detained in port but 49 days. The entire expense was about \$9,000. Sailed from Pernambuco Nov. 6; passed Cape Good Hope Nov. 30, 24 days from Pernambuco, and arrived at Sand Heads Jan. 18, 1829, 74 days from Pernambuco, and arrived at Calcutta Jan. 22. Sailed from Sand Heads March 1, 1829; passed Cape Good Hope April 19, 50 1-2 days out; sighted St. Helena May 4; crossed the Equator May 15, in longitude 30.28 W., 76 days out, and arrived at Salem June 9, 1829, 100 1-2 days from Sand Heads, and 104 from Calcutta, all well. Voyage, ten months and one day. Duties, \$21,055.68.

#### OFFICERS AND CREW.

Master, Thomas M. Saunders, Salem; mate, William Ashton, Salem; second mate, Jonathan H. Lovett, Jr., Beverly; supercargo, Samuel Barton, Salem; carpenter, David Driver (Manchester), Beverly; seamen, James G. Glover and Benjamin Cheever, Salem; Nicholas Aylward (Marblehead), Salem; Jacob Ford (Portland), Salem; Stephen Church, Beverly; Charles H. Allen and John B. Goodhue, Salem; Stephen Woodbury and Jonathan Bisson, Beverly; Francis B. Dennis, Salem; James Murdock (Cuba), Salem; Eben B. Osgood, Salem; cook, Charles M. Downing (Philadelphia), Salem; steward, John Tucker, Salem.



Consignees—Joseph Peabody, Thomas M. Saunders, William Thorndike, William Ashton, Ebenezer Smith, Francis Lamson, C. M. Downing, J. G. Glover.

Twenty-one days after leaving Pernambuco the *George* spoke the English transport ship *Sophia Thomas*, of London, Captain Ely, from Dublin for New South Wales, with 192 convicts on board. She sent her boat to board the *George*, and bought one barrel of flour, one barrel of bread, two kegs of tobacco, and 1000 cigars.

#### FOURTEENTH VOYAGE.

Sailed from Salem, Aug. 11, 1829, Samuel Endicott, master. Crossed the Equator Sept. 17, 37 days out; passed Cape Good Hope Oct. 20, 70 days out, and arrived at Sand Heads Dec. 7, 118 days from Salem, and at Calcutta Dec. 12, all well. Sailed from Calcutta Feb. 11, 1830; Sand Heads, Feb. 17; passed Cape Good Hope April 3, 45 1-2 days out; crossed the Equator April 29, 79 days from Calcutta and 23 1-2 days from Cape Good Hope, and arrived at Salem May 25, 1830, at 8 A. M., 98 days from Calcutta. Voyage, 9 months and 14 days. Duties, \$42,915.57.

#### OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, William Ashton, Salem; second mate, Jonathan H. Lovett, Jr., Beverly; supercargo, Samuel Barton, Salem; carpenter, David Driver (Manchester), Salem; seamen, John Brown (New York), Salem, George M. Haskell, Salem; Robert Stein (New York), Salem; James Murdock (Cuba), Salem; Charles Bush, Salem; John Ellison (Ipswich), Salem; William Anderson (St. Johns), Salem; William Peckham (New York), Salem; George Leeds (Gravesend, Eng.), Salem; Benjamin Chapman, Charles D. Mugford and Andrew Haraden, Salem; steward, John Tucker, Salem; cook, Charles M. Downing (Philadelphia), Salem.

Consignees—Joseph Peabody, Samuel Endicott, J. H. Lovett, C. Stephens, William Ashton.

## FIFTEENTH VOYAGE.

Sailed from Salem, Aug. 20, 1830, Samuel Endicott, master. Crossed the Equator Sept. 26, 37 days out; passed Cape Good Hope Oct. 28, 69 days out, and arrived at Sand Heads Dec. 19, 121 days from Salem, and at Calcutta Dec. 25, all well. Sailed from Calcutta, Feb. 15, 1831; Sand Heads, Feb. 17; passed Cape Good Hope April 11; St. Helena, April 24; crossed the Equator May 3, and arrived at Salem May 22, 1831, at midnight, after a pleasant passage of 95 days from Calcutta and 93 from Sand Heads. Voyage, 9 months and 15 days. Duties, \$44,933.48.

## OFFICERS AND CREW.

Master, Samuel Endicott, Beverly; mate, Jonathan H. Lovett, Jr., Beverly; second mate, George Sherry (Charleston, S. C.), Salem; supercargo, Samuel Barton, Salem; carpenter, Peter Lewis (Kennebunk, Maine), Salem; seamen, William Manning, 2d, Salem; John L. Gallup, Beverly; Charles H. Allen, Salem; Jonathan Bisson, Beverly; Thomas Hunt, Charles Bush and Charles D. Mugford Salem; Calvin Wallis, Beverly; Andrew Haraden, Jr., John West, William H. Allen and Francis A. Winn, Salem; steward, John Tucker, Salem; cook, William Drew (Dorchester), Salem.

Consignees—Joseph Peabody, Benjamin Cox (later a prominent physician and surgeon, whose house on Essex street is now the home of the Essex Institute), Samuel Endicott, Charles D. Mugford, Peter E. Webster, William H. Allen, Benjamin W. Stone (afterwards a member of the firm of Stone, Silsbees & Pickman), Jonathan H. Lovett.

Some tall sailing was done on this voyage. On the homeward passage the run from Cape Good Hope to the Equator was made in 22 days, from Cape Good Hope to St. Helena in 13 days, from St. Helena to the Equator in 9 days, from St. Helena to Salem in 31 days, and from Cape Good Hope to Salem in 41 days.

*(To be continued)*

ESSEX COUNTY VESSELS CAPTURED BY  
FOREIGN POWERS, 1793-1813.

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COMPILED FROM AMERICAN STATE PAPERS

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(Continued from Volume LVIII, page 287.)

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JOANNA, brig, Jeremiah Blanchard, of the district of Newburyport, from Norfolk to Jamaica; owner, Joseph Sevier; captured July 12, 1804, in the Caucus passage, by a French privateer out of Baracoa in the Island of Cuba, called La Fortune, Captain Ameling; owned by Povo & Dubier of Baracoa; carried into Baracoa, robbed of her spare rigging, stores and provisions, the captain's spyglass and the brig's boat; after detaining her 11 days, she was carried into an out port, 5 leagues to the eastward of Baracoa, by the privateersmen, and kept under a battery of two guns; the sixth day after she was cut out by the English brig Hunter and carried to Jamaica; vessel, cargo and freight condemned to a salvage of one-third, valued at \$5,694.99.

JOHN, brig, Matthew P. Dole, of the district of Newburyport, for Jamaica, with lumber and provisions; owner, John Pearson; captured Mar. 8, 1804, by a French privateer called the Liberty, Captain Cady, carried into St. Jago de Cuba; vessel and cargo then taken from the captain, without any trial; value of vessel, \$7,000; value of cargo, \$6,000; adventures, \$500.

JOSEPH, sch., John Lurney, of the district of Newburyport; owners, John Burrill, Ebenezer Gunneson, Elias Dudley, Michael Smith, David Ilsley, and Clement Starr; captured on return from West Indies by the French privateer Adet, John Saverneau, Mar. 26, 1804, carried to St. Jago de Cuba and destroyed; captain plundered of his clothes and every article from his cabin, turned on shore with one of his people, without a dollar on which to subsist, and protests against the Spanish government for per-

mitting the privateers to conduct into port his vessel and retain the same ; value of vessel, \$2,500 ; value of cargo, \$17,234.

JOSEPH, Pedrick, of Marblehead, bound to Gottenburg, captured and detained at Farhsund, in 1810 ; cleared, paying costs and \$200 to captors.

JUNO, Page, of Salem, from Salem to St. Petersburg, with sugar, coffee and cotton ; owners, J. W. Saunders & Co. ; captured by the Danes, and passed without interruption, June 23, 1811.

LADY WASHINGTON, brig, Gerrish, of Newburyport, from Barbadoes, captured Mar., 1797, by a French cruiser ; cargo, sugar and rum ; carried to Curracoa ; undecided as to condemnation.

LARK, sch., Cloutman, of Marblehead, from Marblehead, with cotton, rice and wax, captured by the British and condemned by the court of admiralty, July 5, 1811 ; value of vessel, \$2,000 ; value of cargo, \$1,800 ; sold and money deposited in court to await for twelve months the appeal of the captured.

LAVINIA, brig, of Salem, from Aux Cayes, captured 1796, sent into Cuba.

LEADER, sloop, Capt. Warner, of Cape Ann, from Cape Ann, captured Sept. 1, 1796, by the privateer Bas Blanche ; cargo valued at \$5,000 ; carried into Petit Guave ; probably condemned.

LOUISA, Rice, of Salem, from Salem to Petersburg, with sugar and fustick ; owner, R. Wheatland ; captured and brought to Copenhagen, July 11, 1811 ; passed without interruption.

LYDIA, Cheever, of Marblehead, bound to Salem ; captured in 1810 and detained at Christiansand ; papers sent to Paris.

MARIA, sch., 60 tons, Jacob Stone, with 12 seamen and 5 guns, of Newburyport, from Newburyport to Leghorn, with coffee and sugar ; owners of vessel and cargo, Jackson, Parsons and others ; consignee, Jacob Stone ; taken in the Straits of Gibraltar, Feb. 13, 1799, by six privateers, and conducted to Algeziras ; value of cargo, \$24,000.

MARIANNE, ship, Patterson, of Salem, from London, with dry goods, taken by a French privateer, Mar., 1797, and conducted to Pasages.

MARTIN, sch., Nath. Williams, with 7 seamen and 8 guns, of Gloucester, to Cadiz, with beef, pork, rice and butter; Nath. Williams, consignee; taken 3 leagues from St. Sebasts, Apr. 26, 1798, by a privateer, and conducted to St. Lucar.

MARY, sloop, Goodhue, of and from Newburyport, to Surinam, captured 1796, carried into Guadeloupe and cleared.

MARY, sch., Vickery, of Marblehead, from Marblehead, with green fish and oil, captured by the British and condemned by the court of admiralty, June 18, 1811; value of vessel, \$2,000; value of cargo, \$1,800; sold and money deposited in court to await for twelve months the appeal of the captured.

MARY, barque, Ropes, of Salem, from St. Petersburg to Salem, with sailcloth, hemp and iron; taken in company with the remainder of a fleet under convoy of a British gun-brig and sent into Christiansand by five Danish gun-brigs, in July, 1810; condemned July 2, 1811.

MARY ANN, Wellman, of Salem, from Salem to St. Petersburg, with sugar, coffee and indigo; owners, Silsbee & Stone; captured by the Danes, and passed without interruption, June 19, 1811.

MARY PILKE, Myer, of Newburyport, captured and taken into Copenhagen in 1810; condemned.

MENTOR, Ashton, of Salem, from Salem to St. Petersburg, with cotton and rum; owners, J. Ashton & Co.; captured by the Danes, and passed without interruption, June 13, 1811.

MOSES, Massey, of Salem, from Salem to Copenhagen, with rice, flour, beef; owner, Richard Gardner; captured and brought into Copenhagen, Aug. 5, 1811; passed without interruption.

NALOUISCA, brig, of Newburyport, captured 1796, carried into St. Jago.



NANCY, ship, Jesse James, of Salem, from London, with dry goods, taken by a French privateer, Mar., 1797, and conducted to Pasages.

NANCY, Eveleth, of Newburyport, from Newburyport to Petersburg, with sugar and logwood; owner, Moses Brown; captured and brought into Copenhagen, Sept. 3, 1811; condemned by the prize court, and acquitted by the high court of admiralty and fined 1,000 Danish Rix Dollars.

NEPTUNE, Warner, of Newburyport, from Gottenburg to Petersburg, in ballast, captured and brought into Copenhagen Aug. 14, 1811. Condemned for having English license.

ORESTES, Allen, of Salem, from Salem to St. Petersburg, with sugar, pepper and indigo; owner, Hugh McCulloch; captured by the Danes, May, 1811; passed without interruption.

ORIENT, Andrews, of Marblehead, from Marblehead to Petersburg, with sugar and logwood; owners, R. Hooper & Sons; captured by the Danes and passed without interruption, June 21, 1811.

OSSIPEE, ship, Samuel Chandler, of the district of Newburyport; owners, Leonard Smith, Nathaniel Smith, and Wm. Smith; captured on passage from Guadeloupe by the private armed sloop Rosalinda, Alexander Bellington, carried to Nevis and condemned by the Vice Admiralty Court at Antigua; she sailed from Newburyport for Emboden, where she arrived July 30, 1804, with a cargo of coffee and sugar, and took on board butter, cheese, bricks, beer, wine, linens, and sailed for the West Indies; arrived at Point Petre Nov. 7, disposed of her cargo, and was proceeding with her return cargo when captured; value of vessel, \$5,500; value of cargo, \$17,500; freight, \$3,200.

PACIFIC, Becket, of Salem, from Salem to Gothenburg, with flour, rice, tobacco, sugar and rum; owner, John Andrew; captured by a privateer, June 16, 1809, and carried into Christiansand, Norway; condemned Dec. 18, 1809, and appealed; value, \$31,000.

PACKET, Pedrick, of Marblehead, captured by a privateer and carried into Christiansand, Norway, about Oct., 1809. Cleared.

PEGGY, sch., John Denny, of the district of Newburyport, from St. Mary's to Newburyport; owner, Aug. E. Wheelwright; captured on her passage from St. Mary's to Newburyport, February, 1804, by a private armed schooner, Sea Flower, Captain Moses Monson, taken into St. Jago de Cuba, the property distributed among the captors, without trial; loaded with provisions bound to Cape Francois, then in possession of the French troops, but on arriving before that port in Dec., 1803, was boarded and detained by the British squadron, at the time the Cape was evacuated, after which Captain Denny was permitted to proceed to any port in the Island, St. Domingo excepted; value of vessel, \$2,000; value of cargo, \$22,690.50.

POLLY, brig, Michael Smith, of Newburyport, with crew of 9; owners, Bailey & Noyes of Newburyport; captured by the corsairs of Algiers in consequence of the truce with Portugal, Oct. 25, 1793.

POLLY, brig, Michael Smith of Newburyport, with 8 men; Bailey and Noyes, owners; captured by Algerian corsairs near Gibraltar, Oct. 25, 1793.

POLLY, ship, William Bradshaw, of Salem, bound for Malaga, with provisions and lumber consigned to Grivegne & Co., by John Norris, owner; captured Apr. 29, 1797, by the French privateer Zenador, carried to Carthage and condemned; vessel valued at \$15,000; cargo, \$70,000.

POLLY, sch., William Morris, of the district of Newburyport, from Newburyport to the West Indies; with provisions and dry goods; owner, Ebenezer Stocker; captured Dec. 15, 1803, by French privateer schooner L' Hirondelle, Captain Geravdeia, and carried to St. Domingo; vessel and cargo condemned; value of vessel, \$2,000; value of cargo, \$7,848.79; adventures, \$2,000.

POLLY, brig, Graves, of Marblehead, from St. Petersburg to Marblehead, with sailcloth, hemp and iron; taken in company with the remainder of a fleet under convoy of

a British gun-brig and sent into Christiansand by five Danish gun-brigs, in July, 1810; condemned July 2, 1811.

POLLY, Lyon, of Marblehead, bound to Lubeck, captured and detained at Farhsund in 1810; cleared, costs and \$150 to captors.

POLLY, sch., Devereux, of Marblehead, from Marblehead, with green fish and oil, captured by the British, and condemned by the court of admiralty, June 18, 1811; value of vessel, \$2,000; value of cargo, \$1,800; sold and money deposited in court to await for twelve months the appeal of the captured.

RACHEL, brig, Joseph, of Salem, from Boston to Russia, with sugar; captured April 1, 1811, and detained at Copenhagen; condemned in lower court; case pending before the High Court of Admiralty, June 1, 1811; acquitted.

REBECCA, Searl, of Salem, from Salem to St. Petersburg, with cotton and logwood; owners, Samuel Page & Co.; captured by the Danes, and passed without interruption, June 25, 1811.

REBECCA, sch., Meek, of Marblehead, from Gothenburg to Marblehead; taken in company with the remainder of a fleet under convoy of a British gun-brig and sent into Christiansand by five Danish gun-brigs, in July, 1810; condemned July 2, 1811.

RESPECT, brig, John March, of Newburyport, to Amsterdam, with coffee, sugar, ginger and logwood; William Bartlett, owner; taken by a Guernsey privateer, July 2, 1804, carried to Plymouth, libelled, tried; sentence, further proof; value of vessel, \$10,000; value of cargo, \$51,709.78; adventures, \$5,269.68.

ROBERT, brig, William Thomas, of the district of Newburyport; owner, Benjamin Willis; captured on her passage from Martinico by the British armed commissioned schooner Grand Turk, and condemned at a court of Vice Admiralty at St. John, Antigua, July 9, 1804, as good prize; vessel carried out provisions and was returning with produce; value of vessel, \$4,000; value of cargo, \$10,472.34; freight, \$963.13.

SALLY, sch., Stacey, of Marblehead, from Coruna to Bilbao, with codfish, taken by the privateer Grande Bonaparte, Oct., 1797.

SALLY, Giddings, of Beverly, from Beverly to St. Petersburg, with rice and sugar; owners, Leach, Stephens & Killam; captured by the Danes, and passed without interruption, June 13, 1811.

SALLY, Giddings, of Beverly, from Petersburg to Beverly, with iron and hemp; owners, Leech, Stephens & Killam; captured and brought into Copenhagen, Sept. 7, 1811; passed without interruption.

STAR, from Salem to Naples, with coffee, indigo, fish and dye-wood; captured by a French privateer, Feb. 2, 1811, and carried into Marseilles.

SUCCESS, Porter, of Salem, from Salem to St. Petersburg, with cotton and logwood; owners, John and Stephen White; captured by the Danes, and passed without interruption, June 17, 1811.

SUKEY, Osgood, of Salem, from Petersburg to Salem, with tallow and hemp; owner, S. Phillips; captured and brought into Copenhagen, Aug. 28, 1811; released.

SUWARROW, Leach, of Beverly, from Beverly to Gothenburg, with tobacco; owners, Thorndike & Co.; captured Apr. 30, 1809, by a privateer and carried into Christiansand, Norway; condemned Dec. 28, 1809, and appealed; value, \$20,000.

SWIFT, Clarkson, of Newburyport, from Lisbon to Newburyport, with iron, hemp and flax; owner, Benjamin Merrill; captured and taken into Copenhagen, June 7, 1811; passed without interruption.

SWIFT PACKET, brig, Jeremiah Goodhue, of the district of Newburyport, to New Orleans, with coffee; captured Dec. 21, 1804, by two French privateers, the San Sourit and Dolphin, carried into St. Jago de Cuba, and vessel and cargo there taken from the captain without trial; owners, Ebenezer Stocker and Thomas C. Amory; value of vessel, \$3,000; value of cargo, \$19,285.50; adventures, \$1,028.75.

TOPAZ, Herrick, of Newburyport, from Newburyport to Copenhagen, with sugar and coffee; owners, B. Peirce & Co.; captured Aug. 8, 1809, and sent into Fleckefjord; value, \$60,000; condemned Dec. 18, 1809.

TWO SISTERS, sch., Bridgeo, of Marblehead, from Marblehead, with green fish, captured by the British and condemned by the court of admiralty, June 18, 1811; value of vessel, \$2,000; value of cargo, \$1,800; sold and money deposited in court to await for twelve months the appeal of the captured.

UNION, sch., Charles Friend, of the district of Newburyport; owners, Michael Smith, John Burrill, Ebenezer Gunnison and Clement Starr; captured on her passage from Martinico for Newburyport, Mar. 4, 1804, by the British ship Panderer, John Nash, Esq., carried into Dominico, and acquitted at a court of Vice Admiralty in Antigua, but appealed for by the captors and abandoned to them by the master; value of vessel, cargo and freight, \$13,549.99.

UNION, Proctor, of Marblehead, from Marblehead to Petersburg, with sugar; owners, W. and N. Hooper; captured by the Danes, and passed without interruption, June 7, 1811.

UNION, Proctor, of Marblehead, from Petersburg to Marblehead, with iron and hemp; owner, W. and N. Hooper; captured and brought into Copenhagen, Aug. 25, 1811; passed without interruption.

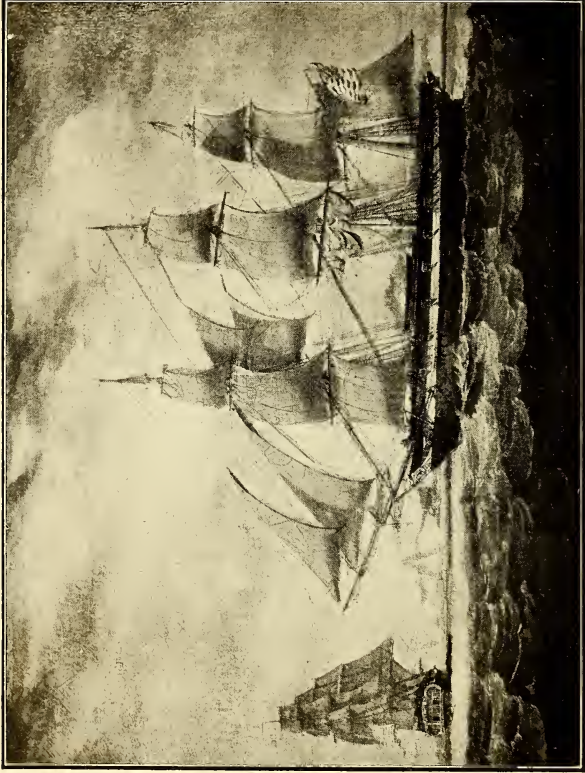
VALERIA, brig, Stover, of Newburyport, from Aux Cayes to Newburyport, captured Jan. 15, 1797, by a French privateer; cargo, molasses, sugar and cotton; carried to St. Jago.

VENGEANCE, Ward Chipman, of Salem; taken Jan. 7, 1808, by the corsair the Precurseur; owner, Wm. Gray; condemned by the Imperial Council of Prizes at Paris, June 15, 1808; motion for condemnation; no certificate of origin; visited by an English frigate Dec. 30, 1807.

*(To be continued.)*







Privateer "AMERICA," owned by the Crowninshields

From a recently discovered painting in possession of Francis B. Crowninshield, Esq.

# THE SUPPRESSION OF PIRACY IN THE WEST INDIES.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LVIII, page 312.)

“Lieutenant Curtis speaks in the highest terms of the gallantry and good conduct of Midshipmen Pinkney, Kingston and Morris, as also of Dr. Terrill, and every other officer and man employed in the expedition. Nothing could exceed their ardor in pursuit but their enthusiasm in attack; and both affording abundant proof that more would have been done had more been required.

“I have manned one of the schooners taken, a very fine, fast-sailing vessel, and kept her with me. She will prove of great service in my further operations on this coast.

“I cannot close this letter, sir, without naming to you Lieutenant Curtis, whose conduct, not only in the present instance, but in every other respect during the period he has been under my command, has merited my warm and decided approbation.

“I have the honor to be, etc.,

“James Ramage,

“Lieutenant Commanding.

“Hon. Smith Thompson, Secretary of the Navy.”

Among the multitude of West Indian pirates at that time the best known was John Lafitte, and a short account of this remarkable person may prove interesting.

His career is, naturally, shrouded in a good deal of obscurity and uncertainty, but after much searching and trouble on the author's part, it was discovered that Lafitte was born in France in 1780; some authorities giving St. Malo as the place of his birth, others maintaining that he first saw the light of day at Bordeaux. Those best informed say that this singular personage began his seafaring career as mate of a French East Indiaman, but quarreling with his captain, he left his ship at Mauritius and entered upon a course of daring and successful piracy in the Indian Ocean, varied by occasional ventures in the

slave trade. After several years spent in these pursuits, Lafitte returned to France, disposed of his prizes, sailed for the West Indies, and took out a commission as a privateer from the newly organized government of Carthage, continuing his depredations, not only upon Spanish, but also upon British commerce.

Another account represents him as having begun his career as lieutenant of a French privateer, which was captured by a British man-of-war and taken into an English port, where the officers and crew of the privateer were thrown into prison. Here the future marine highwayman was confined for several years under circumstances of peculiar hardship, after all his comrades had obtained their release. The resentment towards Great Britain engendered by this real or supposed severity is stated to have been the motive that inspired his subsequent career. Unable to gratify this resentment in the service of his native country, on account of the suspension of hostilities at the time of his release, he found means of doing so under cover of a privateer's commission (against Spain) obtained from the Carthaginian government. Lafitte is said to have gone to New Orleans in 1807; and it is perfectly well known that about 1810-12 he was at the head of an organized and formidable band of desperadoes, whose headquarters were on the island of Grand Terre, in Baratavia bay, some thirty or forty miles west of the mouth of the Mississippi.

Acting ostensibly under the flag of the republic of Carthage (or New Grenada), it was, however, perfectly well known and admitted that these adventurers preyed practically on the vessels of any nation. The bay of Baratavia afforded a secure retreat for their fleet of small craft; and their goods were smuggled into New Orleans by being conveyed in boats through an intricate labyrinth of lakes, bayous and swamps, to a point near the Mississippi river a little above the city. After various ineffectual presentments and prosecutions before the civil tribunals, an expedition was despatched against the Baratavians in 1814, under the command of Commodore Patterson. The settlement on Grande Terre was captured, with all the vessels that happened to be in port at the time; but

Lafitte and his comrades made their escape among the swamps and bayous of the interior, from which they returned to the same rendezvous and resumed operations as soon as Commodore Patterson's forces had retired.

About the same time the British, then maturing their plans for a descent upon the southern coast of the United States, made overtures to Lafitte for the purpose of securing his co-operation in that enterprise. A brig-of-war was despatched to Baratavia, her commander bearing a letter from Commodore Percy, commanding the British naval forces in the gulf of Mexico, and one from Colonel Nichols, then in command of the land forces on the coast of Florida, offering Lafitte \$30,000 and a commission in the British navy, on condition of obtaining his services in conducting the contemplated expedition to New Orleans and distributing a certain proclamation to the inhabitants of Louisiana. Lafitte dissembled with the British officer, Capt. Lockyer, of the "Sophia", who was the bearer of these tempting proposals, and asked for time to consider them.

Meantime he immediately wrote to Gov. Claiborne of Louisiana, enclosing the documents that had been handed him by Capt. Lockyer, informing the governor of the impending invasion, pointing out the importance of the position he occupied, and offering his services in defence of Louisiana, on the sole condition of pardon for himself and followers for the offences with which they stood charged. This amnesty would, of course, include in its provisions a brother of Jean Lafitte, who was then in prison in New Orleans under an indictment for piracy. After some hesitation on the part of the United States authorities, Lafitte's offer was accepted.

In connection with an officer of the U. S. corps of engineers, he was employed in fortifying the passes of Baratavia bay, and rendered efficient service, in command of a party of his followers, in the battle of New Orleans, Jan. 8th, 1815. The subsequent career of Lafitte is involved in as much obscurity as his earlier life. A proclamation of President Madison confirmed the amnesty which had been granted by Governor Claiborne to all the Baratarians who had enlisted in the American service,



though it does not appear that their chief ever received any further reward from the government. After the war Lafitte soon returned to his old pursuits, taking a privateer's commission, either, as formerly, from the government of New Grenada, or else from that of Mexico; and that, while thus engaged, he formed a settlement on the site of the present city of Galveston, which was broken up in 1821 by a naval force under the orders of Lieutenant, afterwards Commodore, Kearney.

It is quite possible, however, that his brother Pierre, who commanded one of his vessels, has been confounded with him. His death is attributed by different authorities to foundering at sea, to being burned with his vessel after capture by a Spanish man-of-war, and to wounds received in a desperate conflict with a British cruiser. There are yet other versions; while one account states that he returned to France and died among his relatives on the Garonne. In person Lafitte is represented as having been well-formed and handsome, about six feet two inches in height, with large hazel eyes and black hair. His appearance was totally unlike the popular idea of a pirate, his manners were polished and easy, though retiring; his address was winning and affable; his management of piracy entirely business-like, just as his influence over his followers was almost absolute.

There is every reason for believing that Lafitte came of a respectable family, and that his early opportunities for education had been good.

One Raphaelina was another freebooter whose name was dreaded by merchant sailors navigating the South Atlantic. He also controlled a fleet of vessels, and in July, 1822, got together in the vicinity of Cape Antonio a formidable host of pirates, at which time it was said he had collected \$180,000 in money alone.

Other notorious pirates were: Diabolito, Cofrecina, Brown, Gibbs, and Irvine; the names of the last three would indicate that they were renegades of Anglo-Saxon lineage. We, today, looking back on these events of a century ago, do not begin to realize the magnitude of these piratical depredations. A fair estimate, in the light of the very small amount of reliable information that is

available, would make the number of those engaged in this piracy at least 10,000, of whom over 3,000 were encountered by the vessels of the United States Navy, which alone captured about 1300 pirates.

The number of freebooters killed and those who escaped on shore after destroying their vessels cannot, naturally, be ascertained. Most of these marine highwaymen operated near the vicinity of their rendezvous on shore. They rarely made any extended cruises, but chose points of strategic importance on the routes of commerce. In and among the Keys of Bahama and Florida, Cape Antonio, Matanzas, and Mugeris Island, near the northeast point of Yucatan, Mexico, were some of the most prominent piratical lairs.

From a letter of one of the officers of the U. S. brig "Spark", published in the New England Palladium of Nov. 3, 1821, we learn the following :

"We arrived here, after a rather rough passage, in eighteen days from Boston, all well. We expect to sail again in two or three days. We found here the piratical ship which robbed the 'Orleans Packet'. She is now in possession of the Swedish government. She came into their possession in the following manner: The crew landed her cargo on a small island near this, from whence it was taken by a schooner to St. Thomas; they then run the ship into Five Island Harbor, where all the crew, except two men, deserted her. The government hearing of her being there, sent a guard and took possession of her, brought her into this harbor, and confined the two men found in her as pirates.

"It is said Capt. Elton has requested the Governor to allow him to take them to the United States for trial. This piratical ship was originally the U. S. brig 'Prometheus', which was condemned two years since, and was then sold."

Another letter, dated Oct. 31, 1821, from on board the U. S. sloop-of-war "Hornet", published in a later issue of the "Palladium", informs us of captures made by the latter :

"The pirate which we took yesterday mounted two long four-pounders, and her crew consisted of twenty gallows-

looking scoundrels. After this capture the 'Hornet' spoke three merchant brigs, which would probably have fallen into the hands of the pirates, and were very happy at their escape. Captain Sisson, from Havana, reports that seventy of the pirates belonging to the vessels captured and destroyed by the 'Enterprise' (U. S. brig), have erected two forts on Cape Antonio for their defence".

Judging from the length of time that piracy prevailed at this period in the West Indies, it is not an exaggeration to estimate the prizes captured by the freebooters at 500 vessels. The value of the property destroyed by them amounted to about twenty millions of dollars; the records of the Marblehead Marine Insurance Company, a most accurate barometer of water-borne commerce, revealed the fact that insurance rates on ships and their cargoes rose nearly one hundred per cent in the short space of a year. Two thousand pirates are estimated to have been engaged during the period 1820-30; there were probably not many over 2000 at any one time, and but few who were pirates during the entire decade. Probably the average would be 2500 a year; and if each of the 10,000 pirates obtained the equivalent of \$2000, including the cost of his living, armament and reckless extravagance, besides the small percentage realized on the actual value of the goods stolen, and the value of his proportion of property destroyed, the total loss suffered by commerce would amount to twenty millions of dollars. The comparative value of the property destroyed by pirates will be seen from the fact that the annual cost of running the United States government in 1821 was \$19,785,000, including interest and redemption of part of the public debt.

Of the many vessels engaged in piracy in West Indian waters, the most formidable were the privateers originally fitted out by the various South American republics to prey on Spanish commerce, and which had later become marine highwaymen. Among these were the "Poloma", 6 guns, 130 men; the "Panchita", 16 guns, 120 men (she was subsequently captured by the U. S. schooner "Grampus", 12 guns); the "Pereira", 8 guns, 80 men; "Burguera", 4 guns, 60 men; "Flor de la Mar", 1 gun, 40 men; and "La Carmen", 4 guns, 50 men.

The brigantine "Pride", 16 guns, 116 men, under the immediate command of Lafitte himself, was the largest vessel fitted out specially for a pirate. It is said that the "Pride", in command of Lafitte's lieutenant, had a desperate fight with an English sloop-of-war, in which both commanders were killed, and only sixteen men left alive on the pirate, which was finally carried by boarding and taken to Jamaica, where the sixteen survivors were tried and convicted; ten of them were executed and six pardoned.

The great majority of piracies were accomplished by small craft with large forces of men concealed from view of their intended prey. These boats would go alongside of merchant vessels and capture them by surprise. In many cases all the crew would be taken out of the ship and compelled to join the pirates or be murdered.

Then the vessel herself would be carried to a Cuban port and sold, or otherwise disposed of for the benefit of the pirates and their agents. Other piratical craft whose names have been ascertained, besides those previously mentioned, were the "Cienega", "Bandera de Sangre" (which translated means "The Bloody Band"), "Moscow", "Catalina", "Palmyra", "Albert", "Pilot", "Tropic", "Mechanic", "La Cata", "Zaragozana", "Larch", "Aristidies", "Lucies", and "Emmanuel".

The pirates captured by the different navies were: United States navy, 79 vessels, 62 guns, and 1300 men; British navy, 13 vessels, 20 guns, and 291 men; Spanish navy, 5 vessels and 150 men.

In the "American Monthly Magazine" for February, 1824, is an interesting and most vivid account of an American gentleman's experiences with pirates in June, 1822, while making a voyage for his health from Philadelphia to New Orleans. It is quite worth quoting in full, showing as it does the many perils to which ocean travellers were exposed a century ago.

"In the early part of June I sailed from Philadelphia in the schooner 'Mary', on a voyage to New Orleans. My principal object in going round by sea was the restoration of my health, which had been for many months declining. Having some friends in New Orleans, whose commercial



enterprises were conducted on an extensive scale, I was charged with the care of several sums of money in gold and silver, amounting altogether to nearly \$18,000. This I communicated to the captain, and we concluded to secure it in the best manner our circumstances would admit. A plank was accordingly taken off the ribs of the schooner in my own cabin, and the money being deposited in the vacancy, the plank was nailed down in its original place, and the seams filled and tarred over. Being thus relieved from any apprehension that the money would be found upon us in case of an attack from pirates, my mind was somewhat easier. What other articles of value I could conveniently carry about with me, I did so.

"I had also brought a quantity of banknotes to the amount of \$15,000. Part of these I caused to be carefully sewed in the left lappel of my coat, supposing that in case of my being lost at sea, my coat, should my body be found, would still contain the most valuable of my effects. The balance was carefully quilted into my black silk cravat. Our crew consisted of the captain and four men, with a supply of live stock for the voyage, and a Newfoundland dog, valuable for his fidelity and sagacity. He had once saved his master from a watery grave, when he had been stunned and knocked overboard by a sudden shifting of the boom. I was the only passenger on board. Our voyage at first was prosperous, and time went rapidly. I felt my strength increase the longer I was at sea, and when we arrived off the southern coast of Florida my feelings were like those of another man.

"It was towards the evening of the fourteenth day, two hours before sunset, that we espied a sail astern of us. As twilight came it neared us with astonishing rapidity. Night closed, and all around was impenetrable darkness. Now and then a gentle wave would break against our bow and sparkle for a moment, and at a distance behind us we could see the uneven glow of light, occasioned by the foaming of the strange vessel. The breeze that filled our canvas was gentle, though it was fresh.

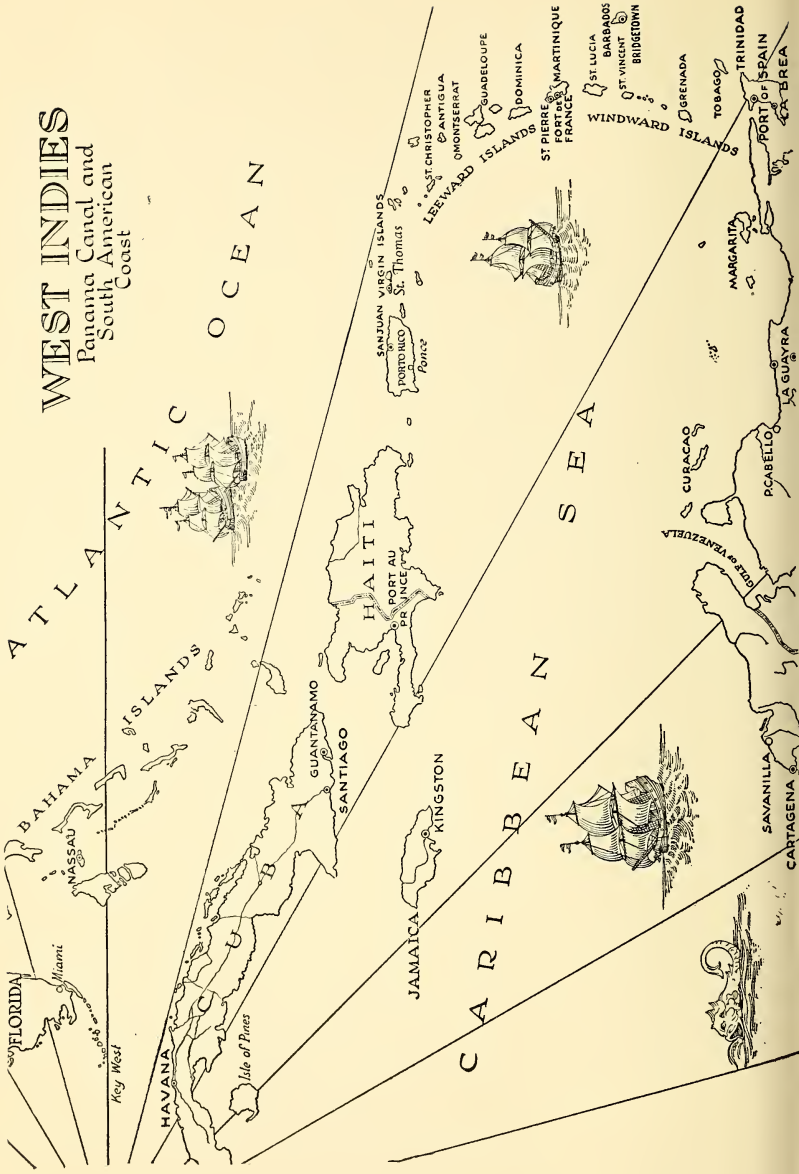
"We coursed our way steadily through the night, though once or twice the roaring of the waves increased so suddenly as to make us believe we had passed a breaker.





# WEST INDIES

Panama Canal and South American Coast



“At the time it was unaccountable to me, but I now believe it to be occasioned by the schooner behind us, coming rather near in the darkness of the night. At midnight I went on deck. Nothing but an occasional sparkle was to be seen, and the ocean was undisturbed. Still it was a fearful and appalling darkness, and in spite of my endeavors I could not compose myself. At the windlass, on the forecastle, three of the sailors, like myself, unable to sleep, had collected for conversation. On joining them, I found our fears were mutual. They all kept their eyes steadily fixed upon the unknown vessel, as if anticipating some dreadful event. They informed me that they had put their arms in order and were determined to stand or die.

“At this moment a flash of light, perhaps a musket burning priming, proceeded from the vessel in pursuit, and we saw distinctly that her deck was covered with men. My heart almost failed me. I had never been in battle, and knew not what it was. Day at length dawned, and setting all her canvas, our pursuer gained alarmingly upon us. It was evident that she had followed us the whole night, being unwilling to attack us in the dark. In a few minutes she fired a gun and came alongside. She was a pirate. Her boat was lowered, and about a dozen hideous-looking objects jumped in, with a commander at their head. The boat pushed off and was fast nearing us, as we arranged ourselves for giving her a broadside. Our whole stock of arms consisted of six muskets and an old swivel—a small revolving ship’s cannon in use in the eighteenth and early nineteenth centuries—used as a signal gun, belonging to the ‘Mary’, and a pair of pistols of my own, which I carried in my belt. The pirate boat’s crew were armed with muskets, pistols, swords, cutlasses, and knives; and when she came within her own length of us we fired five of our muskets and the swivel into her.

“Her fire was scarcely half given when she filled and went down, with all her crew. At this success we were inclined to rejoice, but looking over the pirate schooner we observed her deck still swarming with the same description of horrid-looking wretches. A second boat’s

crew pushed off, with their muskets pointed directly at us the whole time. When they came within the same distance as the other, we fired, but with little, if any effect. The pirate immediately returned the fire, and with horrid cries jumped aboard us. Two of our brave crew were lying dead upon the deck, and the rest of us expected nothing better. French, Spanish and English were spoken indiscriminately and all at once. The most horrid imprecations were uttered against us, and threats that fancy cannot imagine.

“A wretch whose black, shaggy whiskers covered nearly his whole face, whose eyes were only seen at intervals from beneath his bushy eyebrows, and whose whole appearance was more that of a hell-hound than of a human being, approached me with a drawn cutlass in his hand. I drew one of my pistols and snapped it in his face, but it flashed in the pan, and before I could draw the other, the pirate, with a brutality that would have disgraced a cannibal, struck me over the face with his cutlass and knocked me down. I was too much wounded to resist, and the blood ran in torrents from my forehead. In this situation the wretch seized me by the scalp, and thrusting his cutlass in my cravat cut it through completely. I felt the cold iron glide along my throat, and even now the very thought makes me shudder.

“The worst idea I had ever formed of human cruelty seemed now realized, and I could see death staring me in the face. Without stopping to examine the cravat, he put it in his pocket, and in a voice of thunder exclaimed, ‘*levez vous*’; I accordingly rose to my feet, and he pinioned my hands behind my back, led me to the vessel’s bulwark, and asked another of the gang, in French, whether he should throw me overboard. At the recollection of that scene I am still staggered. I endeavored to call the prospects of eternity before me, but could think of nothing except the cold and quiverless apathy of the tomb. His infamous companion replied, ‘*Il est trop bien habillé, pour l’envoyer au diable*’, and led me to the foremast, where he tied me with my face to the stern of the vessel. The cords were drawn so tight around my arms

and legs that my agony was excruciating. In this situation he left me.

“On looking round, I found them all employed in plundering and ransacking everything we had. Over my left shoulder one of our sailors was strung up to the yard-arm, and apparently in the last agonies of death; while before me our gallant captain was on his knees and begging for his life. The wretches were endeavoring to extort from him the secret of our money; but for a while he was firm and dauntless. Provoked at his obstinacy, they extended his arms and cut them off at the elbows. At this human nature gave way, and the injured man confessed the spot where we had concealed our specie. In a few moments it was aboard their own vessel. To revenge themselves on our unhappy captain, when they had satisfied themselves that nothing else was hidden, they spread a bed of oakum on the deck, and after soaking it through with turpentine, tied the captain on it, filled his mouth with the same combustibles, and set the whole on fire. The cries of the unfortunate man were heart-rending, and his agonies must have been unutterable, but they were soon over. All this I was compelled to witness. Heart sick with the sight, I once shut my eyes, but a musket discharged close to my ear was a warning sufficient to keep them open.

“On casting my eyes towards the schooner’s stern, I discovered that our boatswain had been nailed to the deck through his feet, and the body spiked through to the tiller. He was writhing in the last agonies of crucifixion. Our fifth comrade was out of sight during all this tragedy; in a few minutes, however, he was brought upon the deck blindfolded. He was then conducted to the muzzle of the swivel and commanded to kneel. The swivel was then fired off, and his head was dreadfully wounded by the discharge. In a moment after it was agonizing to behold his torments and convulsions—language is too feeble to describe them; I have seen men hung upon the gibbet, but their death is like sinking in slumber when compared with his.

“Excited with the scene of human butchery, one of those wretches fired his pistol at the captain’s dog; the

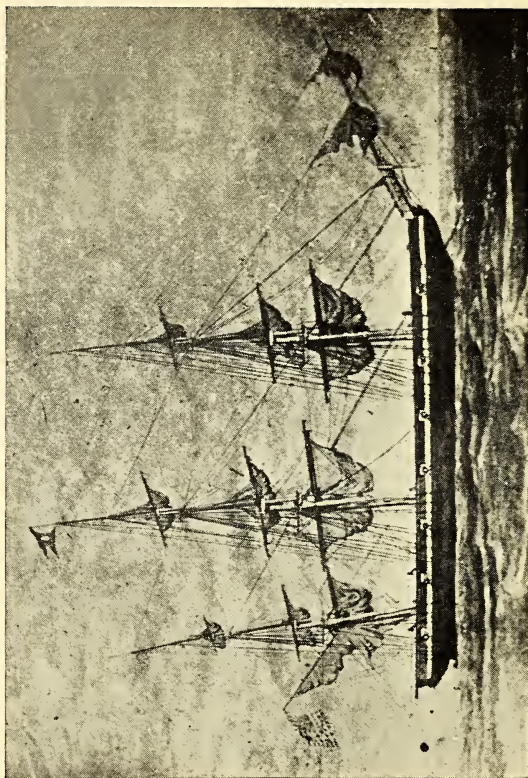


ball struck his shoulder and disabled him ; he finished him by shooting him again, and at last by cutting out his tongue ! At this last hell-engendered act my blood boiled with indignation at such savage brutality on a helpless, inoffensive dog ! But I was unable to give utterance or action to my feelings.

“Seeing that the crew had been every one despatched, I began to think more of myself. My old enemy, who seemed to forget me, once more approached me, but shockingly besmeared with blood and brains. He had stood by the side of the unfortunate sailor who suffered before the swivel, and supported him with the point of his bayonet. He drew a stiletto from his side, placed its point upon my heart, and gave it a heavy thrust. I felt its point touch my skin ; but the quilting of my bank bills prevented its further entrance. This savage monster then ran it up my breast, as if intending to divide my lungs, and in doing so the bank notes fell upon the deck. He snatched them up greedily and exclaimed, ‘Ah ! laissez mois voir ce qui reste !’ My clothes in a few moments were ripped to pieces, at the peril of my life. He frequently came so near as to tear my skin and deluge me with blood ; but by the mercy of Providence, I escaped from every danger. At this moment a heavy flaw struck the schooner, and I heard one of the pirates say, ‘Voila un vaisseau !’ They all retreated precipitately, and gaining their own vessel, were soon out of sight.

“Helpless as I now was, I had the satisfaction of knowing that the pirates had been frightened by the appearance of a strange sail, but it was impossible for me to see it. Still tied to the foremast, I knew not what was my prospect of release. An hour or two had elapsed after they left me, and it was now noon. The sun played violently upon my head, and I felt a languor and debility that indicated approaching fever. My head gradually sank upon my breast, when I was shocked by hearing the water pouring into the cabin windows. The wretches had scuttled the schooner, and left me pinioned to go down with her. I commended my spirit to my Maker, and gave myself up for lost. I felt myself gradually dying away, and the last thing I remembered was the foaming noise of





U. S. CORVETTE "JOHN ADAMS"

Flagship of the West India Squadron, 1822

From the original negative in possession of F. B. C. Bradlee

the waves. This was occasioned by a ship passing by me. I was taken in, restored to health, and am now a poor, ruined, helpless man."

On the same day, January 15, 1822, that the U. S. schooner "Porpoise" destroyed a nest of pirates on the north coast of Cuba, as previously related, the U. S. brig "Spark", master-commandant—an obsolete naval title—J. H. Elton, captured a Dutch sloop, having a crew of seven men engaged in piracy. Later, on the 1st of March, 1822, the U. S. sloop-of-war "Hornet" arrived at Norfolk, Va., escorting a convoy of 22 merchant vessels from Pensacola and Havana.

On March 7th, one of the gunboats, the "Revenge", captured a barge, but her crew escaped on shore. Next day the brig "Enterprise", Lieutenant Kearney, captured a small flotilla of the freebooters, three launches and four barges, off Cape Antonio, with their crews, numbering about 160 men.

In April, 1822, the schooner "Alligator", Lieutenant W. W. McKean, after a long chase and quite a spirited encounter, took the schooner "Cienega", five guns, thirty men, off Nuevitas, Cuba; this craft had formerly been a Colombian privateer, whose crew had mutinied at Ragged Island and turned pirates.

The United States squadron in the West Indies was increased after April, 1822, and for the rest of the year consisted of the frigates "Macedonian", 36, flagship of Commodore Biddle; frigate "Congress", 36, sloops "John Adams", 24, and "Peacock", 18; brig "Spark", 12; and schooners "Alligator", 12; "Grampus", 12; "Shark", 12; and "Porpoise", 12. The "Hornet" and "Enterprise" were at home, refitting.

It was soon found that the small vessels were better fitted for the work of running down and capturing pirates than were the heavy frigates and sloops, whose great draft of water did not permit them to pursue suspicious-looking craft in shoal water. Moreover, the flagship "Macedonian" was soon obliged to leave her station on account of the yellow fever, and arrived at Norfolk on August 5, 1822, having lost 76 of her crew, including ten officers, and fifty of the remainder were ill on her arrival. By

the 24th of August the number of deaths had amounted to 103, out of her crew of 360 men.

On August 16th, 1822, Lieutenant Francis H. Gregory, commanding the schooner "Grampus", chased a brigantine which hoisted Spanish colors. He suspected her of being a pirate, and demanded her surrender. This demand was answered by a volley from small arms and cannon. The "Grampus" fired a broadside, and in a few minutes the brigantine struck. When boarded she was nearly sinking, and had lost one man killed and six wounded. The prize proved to be the "Palmyra", 9 guns, 88 men, a privateer, but one of her officers confessed that they had robbed the American schooner "Coquette". The prize was sent to Charleston, S. C., and condemned.

In November, 1822, the U. S. schooner "Alligator", Lieutenant W. H. Allen, arriving at Matanzas, was informed that an American brig and schooner had been captured and were in possession of a large gang of pirates at a place about 45 miles east of Matanzas. The master of the brig and mate of the schooner had been sent to the latter place to procure a ransom of \$7000 for the two vessels, with the threat that their vessels would be destroyed and their crews severely dealt with in case of failure to bring the money.

The master and mate were taken on board the "Alligator", which sailed immediately to the rescue. At daylight on November 9th she arrived near the bay, and hid behind intervening land, behind which they discovered a ship, two brigs and five schooners. One of the schooners, her deck black with men, was under way, and was immediately chased by the armed boats of the "Alligator". The wind was light, and the schooner using her long sweeps (oars), endeavored to escape up the bay. When the "Alligator's" boats arrived within hail, the schooner, with her bloody flag nailed to the mast, opened fire with a long brass eighteen-pound pivot gun and four smaller ones. Lieutenant Allen, Captain Freeman of the marines, and twelve men, were in the launch, far in advance of the other boats; pulling hard at the oars, they reached the pirate and took possession of her, after a desperate resistance which nothing but the most daring bravery



could have overcome. The freebooters, all but one, escaped by taking to their boats and jumping overboard before the "Alligator's" boats reached them. But in the meantime the gallant Allen fell, pierced by two musket balls.

The surgeon of the "Alligator", in a letter to a friend published in many newspapers of the day, said: "Capt. Allen continued giving orders [after he was shot], and conversing with Mr. Dale and the rest of us, until a few minutes before his death, with a degree of cheerfulness that was little to be expected from a man in his condition. He said he wished his relatives and his country to know that he had fought well, and added that he died in peace and good will towards all the world, and hoped for his reward in the next."

Lieutenant Allen was wounded while standing up cheering his men in pursuit of the pirates. He was a valuable officer, and had rendered distinguished service in the U. S. brig "Argus" when she was captured by H. B. M. "Pelican" off the British coast in 1813. He commanded the "Argus" in the latter part of the action, after both his superior officers had been carried below severely wounded. He was highly commended for his skill in handling the brig, although obliged to surrender to superior force. After his death his name became the war cry in the many boat expeditions against the pirates.

After the wounding of Allen, the second pirate schooner escaped, but another heavily-armed schooner, the ship and two more "fore and afters" were captured. Besides Lieutenant Allen, the "Alligator" lost four men killed and three wounded. The pirates lost fourteen killed and several by drowning; their best armed schooner carried a long 12-pounder, two 6-pounders, two 3-pounders, and two swivel guns. In all the three piratical schooners had 125 men and 14 guns. The "Alligator's" boats' crews numbered about forty, armed with muskets, swords and pistols.

On November 19th, 1822, the "Alligator" was, unfortunately, lost on Carysford reef, a dangerous spot off the Florida coast, where many a fine ship before and since has come to grief. Her officers and crew were all saved.

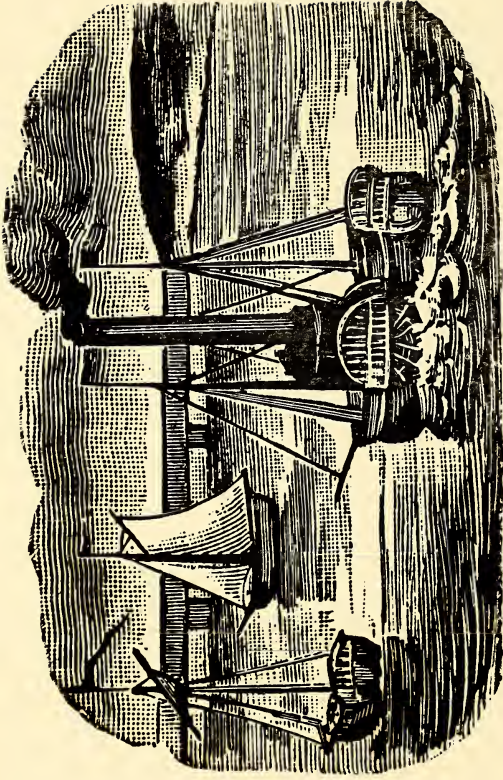
The records of the old Marblehead Marine Insurance Company contain, in demands for the payment of insurance, the story, told in plain, matter-of-fact language, of the plundering by pirates, off the coast of Cuba, of the brig "Dover", from Matanzas to Charleston, S. C., and the schooner "Swan", bound from Mobile to Havana. Captain Sabins of the former reported that on January 16, 1822: "Pan of Matanzas, bearing S., saw a boat coming to us from a small drogher, which came out of Matanzas the night before us, with five Spaniards armed with long knives, pistols, cutlasses, etc. When they got within hail, they fired a musket at us, cheered and came on board. They were the most villainous-looking rascals that any one had probably ever beheld. They immediately drew their weapons, and after beating us severely with their cutlasses, drove us below. They then robbed us of all our clothes except what we had on, our watches, and everything of value. We were afterwards called up singly. Four men with drawn knives stood over the captain and threatened him if he did not give up his money they would kill all hands and burn the vessel. After robbing the people, they commenced plundering the brig. They broke open the hatches, made us get out our boat and carry their plunder to their vessel.

"They took from us a compass, five bags of coffee, a barrel of sugar, nearly all our provisions, our colors, rigging, and cooking utensils. They then ordered us to stand to the north, or they would overhaul us, murder the crew, and burn the vessel. We made sail, and shortly after were brought to by another boat of the same character, which fired into us, but left us upon being informed that we had been already robbed."

The experiences of the schooner "Swan", Captain Carter, were as follows:

"Mobile, June 1st, 1822. Schr. "Swan", Carter, arrived yesterday from Havana, and reports that on the outward passage from this port, on the 27th ult., at 8 o'clock A. M., being then within thirty miles of Havana, he was boarded by an open boat from the shore, manned with nine men, who all appeared to be Spaniards, armed





U. S. STEAMER "SEA GULL"

Second Steamer in the U. S. Navy, 1823

From the seal of the Connecticut River Banking Company  
Kindness of L. F. Middlebrook, Esq.

with muskets, pistols, cutlasses and knives, who plundered the vessel of everything they could carry off.

"They also robbed the captain and crew of their clothing, even stripping the jackets from their backs and the shoes from their feet. The villains would not even spare the property of a Spanish priest, a passenger, but they robbed him also of his clothes, money and plate, to the value of 300 dollars; they, however, afterwards returned his gown. A sail heaving in sight, they left the "Swan", with orders to steer E. N. E. and not go over three leagues from shore, under pain of death. From their conversation while on board, it appeared that they intended to board the schooner again in the evening, run her ashore and burn her, but she escaped by the darkness of the night."

The depredations of the pirates, nevertheless, continued to increase, and demands for ransom were frequently accompanied by threats that their hostages would be murdered if the ransom was not paid. Even at this early day the press had begun to urge that the United States should intervene in Cuba, as will be seen from the following article, which appeared in the "Baltimore Chronicle":

"If the Spanish Government is unable to drive the pirates from their strongholds in Cuba, the Chronicle suggests the necessity of occupying the island with American forces for that purpose, as robbers and pirates have no right to protection whatever; and in this case all civilized powers are warranted in carrying the war into the enemy's territory."

Acts of Congress were passed in 1822 giving an appropriation of \$500,000 to fit out an expedition which was to wipe out the West Indian pirates. Commodore David Porter resigned his office as Navy Commissioner to take command of the expedition.

He selected and prepared the vessels personally, and organized what was known as the "Mosquito Fleet"; owing to shallow water in many of the Cuban harbors and bays, it was necessary that some of the craft should be of small size and slight draft. This comprised what was known as the "steam galliot" "Sea Gull", 3 guns—the second steamer in the U. S. Navy, the "Fulton", in



1815, being the first—and eight small schooners, which Commodore Porter bought for the Navy Department for the sum of \$10,190. These schooners were named: "Fox", 51 tons; "Greyhound", 65 tons; "Jackal" 47 tons; "Beagle", 52 tons; "Terrier", 61 tons; "Weasel", 53 tons; "Wild Cat", 48 tons; and "Ferret" 51 tons. Each of these carried three guns and a crew of 31 men.

In the fleet were, also, the transport ship "Decoy" 6 guns; five barges — "Mosquito", "Gnat", "Midge", "Sandfly" and "Gallinipper",—together with the regular naval vessels on the station which had been changed, and consisted of the sloops-of-war "John Adams", 24; the "Peacock", 18; the "Hornet", 18; the brig "Spark," 14; and the schooners "Grampus", 12, and "Shark", 12.

As the steamer "Sea-Gull" was, without doubt, the first steam-propelled man-of-war engaged in actual warfare, a short description of her is not out of place. She was built in Hartford, Conn., in 1818, for the merchant service, to run between that city and New Haven, and was then called the "Enterprise"; she was a small craft, measuring but slightly over 100 tons; her mode of propulsion was paddle-wheels, the engine being undoubtedly of the "square" or "cross-head" type invented by Robert Fulton. Like all the early steamboats, she probably had a copper boiler carrying not over two or three pounds of steam, and, of course, burning wood as fuel. The government paid \$16,000 for the little steamer, renaming her the "Sea-Gull", and fitting her, as before stated, with three guns. As with all new inventions, the officers and men of the Navy regarded a vessel propelled by steam with anything but confidence, as is shown by the fact that as originally built the "Sea-Gull" had little, if any, sail power, but it is understood that the naval officers assigned refused to go to sea in her unless she was fitted with masts and lateen yards.

It is interesting to recall the names of her original officers: Lieutenant Commanding, John C. Newton,—many years later, in 1843, Lieutenant Newton, then a captain, commanded the U. S. steam frigate "Missouri", when she was burned while lying at anchor at Gibraltar;

acting sailing master, Arthur Bainbridge; the midshipmen were Messrs. Howard, Stockton and Taylor.

There is no record of the men who had charge of the machinery of this little craft, and we can only surmise that they were probably the same who had run her before she was a government vessel, and that their connection with the naval service was merely temporary. The grade of engineer in the United States Navy did not exist until 1836, the first person to hold it being Charles H. Haswell of New York, afterwards distinguished as a marine engine designer and naval architect.

The "Baltimore Chronicle" for January 17th, 1823, mentions the sailing of the "Sea-Gull" for the first time as a man-of-war as follows: "Yesterday Commodore Porter left this port in the steam galley 'Sea-Gull', bearing his broad pennant, to join the squadron fitting out at Norfolk for the purpose of suppressing piracy on the coast of Cuba. Every friend of humanity must wish that the efforts of the distinguished officer who has been selected to this command will be crowned with success. The means adopted are certainly the best calculated to effect the object. Frigates and sloops-of-war are totally inadequate, by means of their great draft of water; but the vessels which have been selected by Commodore Porter are precisely calculated to ferret the banditti from their lurking places.

"The aid of steam we think a most valuable addition to the squadron, and from the manner in which the 'Enterprise', now the 'Sea Gull', has been fitted out, we have every reason to believe she will completely answer the expectations formed. Commodore Porter has been indefatigable since he came here, and several of our citizens conversant in steam affairs volunteered their services to aid him in the necessary equipments for that department. We learn that she is provided with duplicates of every piece of machinery which might be carried away in action, and that her engineers are able and experienced men.

"In a very short time we hope to hear of the Commodore's arrival at his cruising ground, and we doubt not

that he will soon put an end to the ravages of those lawless barbarians."

The naval career of the "Sea Gull" was but a short one; in 1825 she was laid up at the Philadelphia Navy Yard, eventually becoming the receiving ship there until she was sold in 1840 for \$4,750.

Commodore Porter sailed with his entire squadron from Norfolk on February 14th, 1823. Great publicity was given to the expedition, and this fact in itself had a good effect, because many of the pirates ceased their bloody work, while those that remained were afraid to venture far from their lairs. As soon as the fleet arrived off Porto Rico, Commodore Porter wrote to the Spanish governor on the subject of interruptions to our commerce and the illegal blockade of these coasts. On March 3d, 1823, he sent the "Greyhound", Lieutenant John Porter, into St. John's, Porto Rico, with that letter. On March 5th he sent the "Fox", Lieutenant W. H. Cocke, into the port for an answer. When the "Fox" endeavored to enter, she was fired upon by the castle, and her commander was instantly killed.

The only satisfaction offered for this insult and catastrophe was the plea that the character of the schooner was mistaken. The Governor was profuse in his apologies, and joined in paying every possible honor in the funeral services of Lieutenant Cocke, with the officers of the squadron. However, the Commodore demonstrated that the "Fox" had been fired at in a spirit of retaliation, but very wisely left Porto Rico, referring the matter to the government for action.

The squadron was then divided into small detachments and sent to thoroughly search the coasts of Porto Rico, San Domingo and Cuba. Every bay and inlet and key in all this region was visited, after which the squadron reassembled at Thompson's Island, now Key West, where Porter established a naval depot for a base of operations. On the morning of April 8th, 1823, Lieutenant C. K. Stribling—afterwards Admiral Stribling—was sent in the barge "Gallinipper" from Havana in search of a pirate, which he found three miles off, making in towards the shore. He caused muskets to be fired to bring her to,

and she replied by a smart fire of round shot, grape and musketry, while working hard to escape. She was run ashore, and her crew, with the exception of one man, escaped, though it was afterwards ascertained that several of them had been wounded.

The vessel proved to be the schooner "Pilot", of Norfolk, Va., a very fast sailer, which they had captured but eight days before. She was armed with one long 12-pounder, blunderbusses, and other small arms. The notorious buccaneer Domingo commanded her; a few days before he had courteously forwarded mail for Commodore Porter and his officers that he had found on the "Pilot" when he had captured her. He sent a message with this mail that he did not wish to deprive them of the opportunity to hear from their friends; he bore them no ill-will, since they were only doing their duty.

Almost every day furnished accounts evincing the activity of Commodore Porter and the officers and men under his command; but for a long time their industry and zeal was rather shown in the suppression of piracy than the punishment of it. At length, however, an opportunity offered for inflicting the latter, as detailed in the following letter, dated Matanzas, July 10th, 1823, and afterwards printed in several New York, Boston and Salem newspapers:

"I have the pleasure of informing you of a brilliant achievement obtained against the pirates on the 5th inst. by two barges attached to Commodore Porter's squadron, the 'Gallinipper', Lieut. Watson, 18 men, and the 'Mosquito', Lieut. Inman, 10 men. The barges were returning from a cruise to windward; when they were near Jiguapa Bay, 13 leagues to windward of Matanzas, they entered it—it being a well-known rendezvous for pirates.

"They immediately discovered a large schooner under way, which they supposed to be a Patriot (South American) privateer; and as their stores were nearly exhausted, they hoped to obtain some supplies from her. They therefore made sail in pursuit. When they were within cannon shot distance, she rounded to and fired her long gun, at the same time running up the bloody flag, directing



her course towards the shore, continuing to fire without effect.

“When she had got within a short distance of the shore, she came to, with springs on her cable, continuing to fire ; and when the barges were within thirty yards, they fired their muskets without touching boat or man ; our men gave three cheers, and prepared to board ; the pirates discovering their intention, jumped into the water, when the bargemen, calling on the name of ‘Allen’, commenced a destructive slaughter, killing them in the water and as they landed. So exasperated were our men, that it was impossible for their officers to restrain them, and many were killed after orders were given to grant quarter.

“Twenty-seven dead were counted, some sunk, five taken prisoners by the bargemen, and eight taken by a party of Spaniards on shore. The officers calculated that from thirty to thirty-five were killed. The schooner mounted a long nine-pounder on a pivot and four four-pounders, with every other necessary armament, and a crew of fifty to sixty men, and ought to have blown the barges to atoms. She was commanded by the notorious Diablero, or ‘Little Devil’. This statement I have from Lieut. Watson himself, and it is certainly the most decisive operation that has been effected against those murderers, either by the British or American force. This affair occurred on the same spot where the brave Allen fell about one year since. The prize was sent to Thompson’s Island (now Key West).”

A few weeks before the occurrence related above, on April 16, 1823, the ship-sloop “Peacock”, Captain Cassin, entered Colorados, a harbor noted for pirates. He discovered a felucca standing out, and chased her ashore, but the pirates escaped. The felucca was a new, well-coppered boat, pulling sixteen sweeps (large oars), and was evidently starting out on her first cruise. Captain Cassin broke up their establishment, and the pirates burned three of their schooners on his approach. The U. S. schooners “Greyhound” and “Beagle” left Thompson’s Island (now Key West), on June 7, 1823, under the command of Lieutenants Kearney and Newton, and cruised within the



Keys, on the south side of Cuba, as far as Cape Cruz, touching at all the intermediate ports on the island, to intercept pirates.

On July 21 they anchored off Cape Cruz, and Lieutenant Kearney went in his boat to reconnoitre the shore, when he was fired upon by a party of pirates who were concealed among the bushes. Several cannon in position on a hill a short distance off also opened fire. The boat returned, and five or six others were manned from the schooners and pushed off for the shore, but a very heavy cannonade being kept up by the pirates on the heights, the boats were compelled to retreat. Thereupon the "Greyhound" and "Beagle" were then warped in, when they discharged several broadsides, and covered the landing of the boats. After a sharp fight, the pirates retreated to another hill that they had also taken the precaution to fortify. A small hamlet, in which the pirates resided, was set on fire and destroyed. Three cannon, one a four-pounder brass fieldpiece, and two swivels, with several pistols, cutlasses, and eight large rowboats, were captured.

A cave, about 150 feet deep, was discovered near where the houses were, and after considerable difficulty, a party of seamen got to the bottom, where was found an immense quantity of plunder, consisting of broadcloths, dry goods, female dresses, saddlery, etc. Many human bones were also in the cave, supposed to have been the remains of unfortunate persons who were taken and put to death. A great many of the articles were brought away and the rest destroyed. About forty pirates escaped to the heights, but many were supposed to have been killed, from the fire of the schooners as well as from the men who landed. The bushes were so thick that it was impossible to pursue them. Several other caves were in the neighborhood, in which it was conjectured that the freebooters occasionally took shelter.

Some idea of the exacting and dangerous nature of the work undertaken by Commodore Porter, his officers and men, may be judged by the following official reports, copied from the records of the Navy Department. Indeed, the struggles of Commodore Porter's squadron in stamp-

ing out piracy compare favorably in courage and daring with that of the United States regulars in their endless fighting with savage Indians, protecting the settlers, etc., on the far western frontier during the larger part of the nineteenth century.

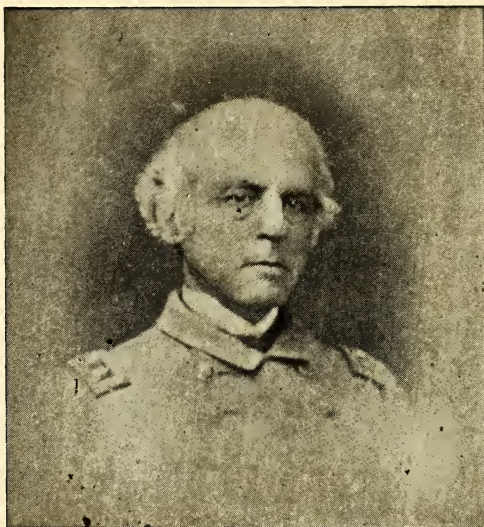
The schooner "Grampus" cruised in the vicinity of Campeachy from April to July, 1823, and her commander, Lieutenant, afterwards Rear-Admiral, Francis H. Gregory, reported as follows:

"United States Schooner 'Grampus',  
"Thompson's Island, 3d July, 1823.

"Sir: I have the honor to inform you that this vessel sailed from the Balize on the 24th of April, with a convoy for Tobasco, where she arrived on the 1st of May. Sailed thence again on the 6th, with a convoy, towards Vera Cruz; parted with the convoy on the 9th, and arrived at Campeachy on the 13th, where I received information of several piracies committed upon merchant vessels of the United States, and that the coast of Yucatan, from Cape Catoche to Laguna, was then infested by several gangs of pirates, who had been guilty of every atrocity imaginable. Finding there were a considerable number of merchant ships at the several ports upon that coast unprotected, and others arriving almost daily, I continued thereabouts until the 25th of June, scouring the coast up and down, and occasionally, when any information was had which offered the least chance of detecting these villains, the boats were employed, and sometimes were sent along the coast twenty or thirty leagues from the vessel.

"On the 22d of May I chased a schooner ashore to windward of Sisal, which I have no doubt was a pirate, from his appearance and conduct. As it was in the night, and upon a part of the coast where I was not sufficiently acquainted, and blowing fresh upon the shore, I had not an opportunity of completing his destruction. On June 11th I seized a suspicious vessel in the harbor of Campeachy, and resigned her to the authorities there on that account. This last vessel has just come from New Malaga, or Vigia de Chiguila, a little to windward of Cape Catoche, where the pirates have a very considerable establishment,





COMMODORE SYDNEY S. LEE, C. S. N.  
Brother of Gen. R. E. Lee

From a photograph taken during the Civil War  
In the collection of F. B. C. Bradley

and came down to Campeachy for the purpose of procuring stores for a vessel then preparing for a cruise.

“Two seamen, who had been held as prisoners at New Malaga, informed me that this gang was sometimes a hundred and upwards in number; that they held possession of a small fort, having two 24-pounders; and that an officer named Molla, who had been placed there by the government, had joined them. This was corroborated by the authorities of Campeachy, who requested me to land and destroy the place. The pirates issue from their post in barges, small vessels, and in canoes, hover along the shores, enter the harbors, murder and destroy almost all that fall in their power.

“On the 2d of June, 1823, the American schooner ‘Shiboleth’, Captain Perry, of New York, being then ready for the sea, was boarded by a canoe having fourteen of these villains on board. The watch was instantly murdered, eight others of the crew were put into the fore-castle, the hatch was spiked down, a ton or more of log-wood put over it, the head sails set, the wind off shore, and the vessel set on fire in the cabin. By the most extraordinary exertions, these men broke out in time to save their lives. I arrived while the vessel was on fire.

“The same canoe then proceeded to windward, and two days afterward took the schooner ‘Augustus and John’, off Sisal, and burnt her, having turned the crew adrift in a small boat, with every probability of their perishing. The people of the country were much exasperated, and turned out to hunt them from their shores. A party of dragoons having met them, a skirmish ensued, wherein the captain of dragoons and several of his men were killed, and the pirates taking to their boats, escaped.

“One of the seamen I mentioned as having been among them, stated that he belonged to an English schooner from New Providence, called the ‘Flyer’, that the crew, with the exception of himself, were instantly butchered. He was detained about two months, during which time they had captured nine vessels, some of which were brought in, but the principal part destroyed; and in some instances he was certain that the whole crews were murdered. When he left the place (about twenty days since) they



had a Guineaman, with 200 slaves and a large quantity of ivory and two small schooners, Americans.

“An English cutter informed me that the pirates had direct and uninterrupted intercourse with Havana, by means of small coasting vessels that ran regularly to the ports on the coast, and always touched at New Malaga. Frequently some of them would go up to the Havana, and others of the gang come down.

“That this infernal horde of villains have established themselves at New Malaga I have no doubt, and from the information given me by men of the first respectability at Campeachy, Sisal, and other places on the coast, I believe the pirates have been guilty of all the acts as herein stated.

“I have the honor to be, very respectfully, your most obedient servant,

“Francis H. Gregory,

“Lieutenant Commanding, United States Navy.

“Commodore David Porter, Commanding United States Naval Forces, West Indian Station.”

The writer of this modest, matter-of-fact report, containing material enough to compile a thrilling sea tale, was a New Englander, born at Norwalk, Connecticut, on October 9th, 1789. Like many of our early naval officers, young Gregory began his sea career in the merchant service; he received his midshipman's warrant on January 16th, 1809. In those days the midshipmen received their professional education on shipboard, and, as it might without exaggeration be said, between battles. Midshipman Gregory's first services were near Balize, where he helped capture a slaver, a brig flying English colors and having 120 negroes on board, also a schooner fitting out for piratical purposes; shortly afterwards he took part in a night action with a privateer, which was disabled and driven off the coast, and, also, young as he was, was sent to the United States as prize-master in charge of a Spanish piratical brig mounting fourteen guns, which had been captured a few days before.

Whatever they may have lacked in some ways, it may be safely affirmed that the young officers in the early days

of the navy were not wanting in the practical part of their profession.

When the war of 1812 broke out, we find Midshipman Gregory serving on Lake Ontario, under Commodore Chauncey; he was captured in August, 1813, and sent to England, where he was confined for eighteen months as a prisoner of war; in the meantime he had been promoted to be lieutenant, on June 28th, 1814. At the close of the war of 1812, Lieut. Gregory served for three years on the Mediterranean squadron under Commodore Shaw, whose daughter he married. From 1821 to 1823 he commanded the schooner "Grampus" in the West Indies, as we have already noted, and just before returning to the United States under orders for another station, he captured the pirate brig "Panchita", a vessel far superior to the "Grampus" in weight of metal and number of men.

On April 28th, 1828, Lieutenant Gregory was promoted to be a commander, and on January 18th, 1838, he reached the rank of full captain (equal to that of colonel in the army), then and for many years afterwards (1862) the highest grade in the United States Navy, the officers commanding squadrons being given the temporary and courtesy title of "Flag officer", or Commodore.

In connection with this antiquated and rather curious state of things, a laughable little "yarn" is not out of place. Very soon after the breaking out of the Civil war, it was naturally found necessary to restore higher grades in the navy than that of captain, and a bill to that effect was put before Congress. The late Captain A. T. Mahan, U. S. N., in his interesting reminiscences, "From Sail to Steam", recalled that the sailmaker of the ship he was then serving on, a sensible, thoughtful man, in discussing the possible higher rank, said, "Call them admirals! never! they will be wanting to be dukes next."

During the Mexican war, 1846-48, Captain Gregory commanded the frigate "Raritan"; his last active sea service was a few years later, when he was placed in charge of the African squadron. The Civil war found him commandant of the Brooklyn Navy Yard, where he also superintended the construction of the early ironclads. Captain Gregory was promoted to the rank of Rear-

Admiral on July 16th, 1862. He died in Brooklyn on October 4th, 1866, having rounded out an active and glorious career of over half a century.

Lieutenant Thomas H. Newell, commanding the schooner "Ferret", reported as follows concerning a cruise made on the southern coast of Cuba :

"United States Schooner 'Ferret',  
"Thompson's Island (Key West),  
"June 25, 1823.

"Sir: Pursuant to your instructions, I left this place on the 14th inst., on a cruise to Trinidad, on the south side of Cuba, in company with the 'Beagle', Captain Newton. On the second day we parted company, and on the third day I made the Havana (on my way to Matanzas); from thence I commenced a diligent search in all the ports and bays.

"On Tuesday sent my boat into Canised, and obtained information that some pirates were still lurking about the coast. During that night I kept close into the land, and on Wednesday, at 10 A. M., discovered an armed barge with sixteen oars, and well manned, in a small bay called Bacuna Yeagua. I immediately sent Lieutenant Dorrington with five men, the most my boat could carry, to examine all the boats, there being seven in number. He approached within fifty yards of the barge, when the crew showed their character by opening fire on him with musketry and blunderbusses, which, fortunately, did no other damage than nearly to sink the boat, she having received a ball at the water edge; five other ones were found in the boat, which, being nearly spent, had struck the water and innocently jumped into her. My boat, at no time suitable for the transportation of men, and now rendered useless, induced me to take possession of a small coaster that was near, and manned her with fifteen men, and at that time intended to stand in, if possible, with the 'Ferret', in order to cover the men while they took possession of the barge, which then had the American colors, union down; but, on approaching, found that the channel would not admit of my entering.

"It was then blowing very hard and a heavy sea on, therefore I deemed it proper to recall the coaster, which had like

to have gotten ashore, for, had that catastrophe occurred, I question much whether the pirates would have had the gratification of butchering them, as they certainly would have been drowned. The sea was then breaking with great violence over the reef that covered the bay. I was then compelled to resort to making tacks, close in with the reef, and giving them 'long Tom' (a naval expression in use at that period to describe a heavy swivel gun), with round and grape shot, in hopes to destroy the boats—as to killing any of them, it was impossible, for, on the approach of the 'Ferret', they would completely secure themselves behind the rocks and trees, which hung all around the harbor; but this I was frustrated in by the enormous roughness of the sea, and the wind being on shore prevented me from taking any position from which I could annoy them much. Finding it impossible with the means then in my power, I stood out to sea, in hopes to fall in with some vessel from which I could get a suitable boat (but am sorry to say it was not until next morning that my wishes were obtained), and, if that could be done, to push to Matanzas, to concert a plan with the Governor by which the pirates, as well as their boats, may be taken.

"I, however, obtained a boat from an English vessel, and immediately bore up for the same place, which was then but a short distance off. I had not run but a short time when I discovered a Spanish brig-of-war lying to off the bay, which proved to be the 'Matae'. On the report being sent to the Governor of Matanzas that one of the United States schooners was engaged with the pirates, he dispatched this brig, and at the same time took with him a land force, and had cruised there a few minutes before me and had taken possession of a small schooner boat the pirates had abandoned, and which lay on the beach. I sent in my boat after he had left, and ordered a search, when two of the boats I had seen the day I attacked them were found, well sunk, up a lagoon, which, upon further examination, extended several miles into the island, and have no doubt but what the large barge is now at the head of it, but not being prepared with boats, I did not think it proper to send my boats out from the 'Ferret'. The two



boats I have brought over, and shall await your orders relative thereto.

"On my arrival at Matanzas I found my mainmast very dangerously sprung, which has made it necessary for me to return here, but not until I had given convoy to eight of our merchantmen from Matanzas and Cuba.

"I have the honor to be, sir, very respectfully, your obedient servant,

"Thomas H. Newell.

"To Commodore David Porter, U. States Navy."

On March 1st, 1823, the famous pirate, La Cata, was captured off the Isle of Pines by the British man-of-war cutter "Grecian", after a smart action. The cutter mounted six long nine-pounders, and her crew numbered fifty; the pirate schooner had eight guns, and over one hundred in her crew; it was believed that about thirty of the latter were killed, but only three prisoners were made, the rest escaping on shore in small boats or by swimming. Considerable quantities of goods were found on board the prize.

The "Grecian" conveyed the prisoners to Jamaica, where, it seemed, the laws against piracy were more strictly enforced than in the United States. About the same date a British sloop of war captured a pirate schooner, manned by sixty men, off St. Domingo.\* She had on board \$200,000 in gold and silver, besides many other valuable articles. Two years later, May 16th, 1825, the "Grecian", assisted by a steamboat which, like the U. S. S. "Sea Gull", had formerly been a merchant vessel, but was chartered and fitted out by the British naval authorities at Jamaica to assist their squadron, captured a piratical brigantine and her crew of thirty-eight desperadoes, off Matanzas. Several of the pirates were killed, and the rest sent to Havana for trial. It was ascertained that some of them had assisted in capturing more than twenty American vessels, whose crews were murdered!

The British navy assisted the United States squadron in every way in their operations against the pirates, and the most cordial relations prevailed between the two

\*Files of the N. Y. Shipping and Commercial List.



fleets. Unfortunately, however, the English men-of-war were constantly sent off on other duties, and they had no special squadron detailed to deal with the pirates. At this period the British West India squadron consisted of the line-of-battle ships "Forte" and "Gloucester", frigates "Dartmouth", "Hyperion" and "Seringapatam", sloops "Carnation", "Pandora", "Tyne", "Tomar" "Scout", cutter "Grecian", and "Thracian", the brigs "Redwing", "Bustard", and "Kangaroo", and the schooner "Speedwell", with four smaller craft. This formidable fleet captured, as already stated, only 13 vessels and 291 men. But the prisoners convicted of piracy were duly executed, and it is known that forty-two pirates were hung at Jamaica.

The British gave their prisoners the proper punishment for their deeds. In our country these pirates had the sympathy, strange as it may seem, of a great many people, to such an extent that very few were executed, many, too many, were pardoned, and some of the pardoned pirates were captured a second time with their former comrades.

Some idea of the desperate deeds of these marine highwaymen have been told in former pages, but no tales of fiction have pictured their crimes as black as they really were in truth. At first the reports greatly exaggerated their deeds, and the pirates themselves played upon the imaginations of their captives; but in course of time they practiced all sorts of cruelty and tortured their victims with every possible circumstance of horror to make death welcome to the unfortunate sufferers. The reports of the many crimes and outrages demonstrate the frightful growth of marine highway robbery and the immense value of the gallant services of the United States Navy cannot be exaggerated.

The following rather minute, but most interesting account of the execution of a large number of pirates, taken from an old book on "Piracy" (which in turn copied the story from contemporaneous newspapers) is well worth reproducing.

"Ten of the pirates captured by H. B. M. sloop-of-war 'Tyne' were executed at Kingston, Jamaica, on Friday, the 7th of February, 1823. About a quarter of an hour before day dawn the wretched culprits were taken from

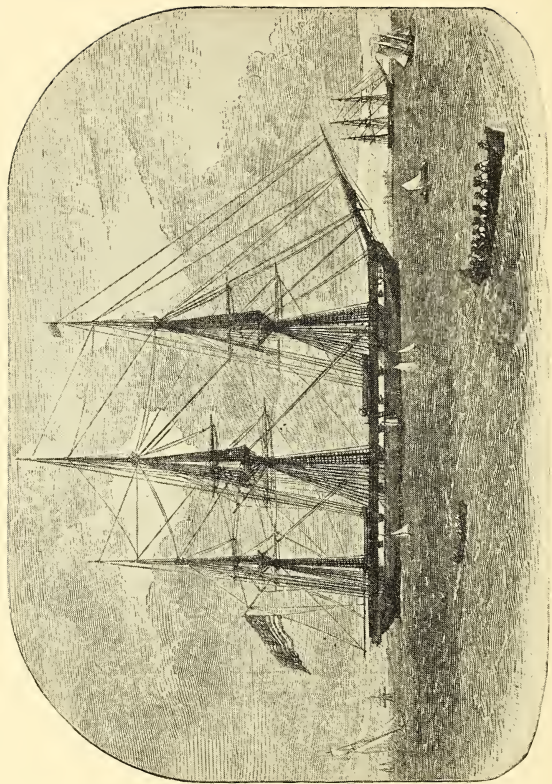
the jail, under a guard of soldiers from the 50th regiment and the City Guard. On their arrival at the wherry wharf, the military retired, and the prisoners, with the Town Guard, were put on board two wherries, in which they proceeded to Port Royal Point, the usual place of execution in similar cases.

“They were there met by a strong party of military, consisting of 50 men, under the command of two commissioned officers. At the word of command the soldiers formed themselves into a square around the place of execution, with the sheriff and his officers with the prisoners in the centre. The gallows were of considerable length, and contrived with a drop so as to prevent the unpleasant circumstances which frequently occur. The unfortunate men had been in continual prayer from the time they were awakened out of a deep sleep till they arrived at that place, where they were to close their existence.

“They all expressed their gratitude for the attention they had met with from the Sheriff and the inferior officers. Many pressed the hands of the turnkey to their lips, others to their hearts, and, on their knees, prayed that God, Jesus Christ and the Virgin Mary would bless him and the other jailors for their goodness. They all then fervently joined in prayer. To the astonishment of all, no clerical character of any persuasion was present. They repeatedly called out, ‘Adonde esta el padre’ (where is the holy father?) Juan Hernandez called on all persons present to hear him—he was innocent; what they had said about his confessing himself guilty was untrue. He had admitted himself guilty because he hoped for pardon, but that now he was to die he called God, Jesus Christ, the Holy Ghost, the Virgin Mary, and the Saints, to witness that he spoke the truth—that he was no pirate, no murderer—he had been forced. The lieutenant of the pirates was a wretch, who did not fear God, and had compelled him to act.

“Juan Gutierrez and Francisco de Sayas were loud in their protestations of innocence. Manuel Lima said, for himself he did not care; he felt for the old man (Miguel Jose). How could he be a pirate who could not help himself? If it were a Christian country, they would





U. S. SLOOP-OF-WAR "MACEDONIAN"  
Originally a British Frigate, captured in the War of 1812

Cut down to a sloop-of-war in 1858

have pardoned him for his gray hairs. He was innocent—they had both been forced. Let none of his friends and relations ever venture to sea—he hoped his death would be a warning to them, that the innocent might suffer for the guilty. The language of this young man marked him a superior to the generality of his companions in misery. The seamen of the ‘Whim’ stated that he was very kind to them when prisoners on board the piratical vessel. Just before he was turned off he addressed the old man—‘Adios, viejo, para siempre adios’!—(Farewell, old man, forever farewell).

“Several of the prisoners cried out for mercy, pardon, pardon. Domingo Eucalla, the black man, then addressed them. ‘Do not look for mercy here, but pray to God; we are all brought here to die. This is not built for nothing; here we must end our lives. You know I am innocent, but I must die the same as you all. There is not anyone here who can do us any good, so let us think only of God Almighty. We are not children, but men, you know that all must die; and in a few years those who kill us must die, too. When I was born, God set the way of my death; I do not blame anyone; I was taken by the pirates, and they made me help them; they would not let me be idle.

“‘I could not show that this was the truth, and therefore they have judged me by the people they have found me with. I am put to death unjustly, but I blame nobody. It was my misfortune. Come, let us pray. If we are innocent, so much the less have we to repent. I do not come here to accuse anyone; death must come one day or another, better to the innocent than to the guilty.’

“He then joined in prayer with the others. He seemed to be much revered by his fellow prisoners. He chose those prayers he thought most adapted to the occasion. Hundreds were witnesses to the manly firmness of this negro. Observing a bystander listening attentively to the complaints of one of his fellow-wretches, he translated what had been said into English. With a steady pace and a resolute and resigned countenance, he ascended the fatal scaffold. Observing the executioner unable to untie a knot on the collar of one of the prisoners, he with his



teeth undid it. He then prayed most fervently until the drop fell.

“Miguel Jose protested his innocence—‘No he robado, no he matado ningune, muero innocente’ (I have robbed no one, I have killed no one, I die innocent. I am an old man, but my family will feel my disgraceful death.)

“Francisco Miguel prayed devoutly, but inaudibly. His soul seemed to have quitted his body before he was executed. Breti Gullimillit called on all to witness his innocence; it was of no use for him to say an untruth, for he was going before the face of God. Augustus Hernandez repeatedly declared his innocence; requested that no one would say he had made a confession; he had none to make.

“Juan Hernandez was rather obstinate when the executioner pulled the cap over his eyes. He said, rather passionately, ‘Quita is de mis ojos’—(Remove it from my eyes). He then rubbed it up against one of the posts of the gallows. Miguel Jose made the same complaint, and drew the covering from his eyes by rubbing his head against a fellow sufferer. Pedro Nonde was loud in his ejaculations for mercy and wept bitterly. He was covered with the marks of deep wounds.

“The whole of the ten included in the death warrant having been placed on the scaffold, and the ropes suspended, the drop was let down. Nondre, being an immensely heavy man, broke the rope and fell to the ground alive. Juan Hernandez struggled long. Lima was much convulsed; the old man Gullimillit and Miguel were apparently dead before the drop fell, and Eucalla (the negro) gave one convulsion, and all was over.

“When Nondre recovered from the fall and saw his nine lifeless companions stretched in death, he gave an agonizing shriek; he wrung his hands, screamed ‘Favor, favor, me matan sin causa. O! buenos Christianos, me amparen, ampara me, ampara me, no hay Christiano en asta, tiara?’ (Mercy, mercy, they kill me without cause—Oh, good Christians, protect me, protect me, protect me. Is there no Christian in this land?)

“He then lifted his eyes to Heaven and prayed long and loud. Upon being again suspended, he was for a

long period convulsed. He was an immensely powerful man, and died hard.

The ship "Orleans", of Philadelphia, a large, heavily-armed vessel bound from New York to the West Indies, was robbed off Cape Antonio, in September, 1821, by an equally large piratical corvette mounting at least fourteen guns. The crew of the "Orleans" offered but a faint resistance, and were probably overawed by the size of the pirate and the number of freebooters on her; many of the "Orleans" men afterwards joined the pirate, with, it was said, but little urging. The latter was commanded by one Gasparilla, a noted desperado of the blackest die; his headquarters were in the island of Boca Grande, on the west coast of Florida; this place is now a noted and fashionable winter resort, and one of the small islands in the neighborhood is named for Gasparilla.

Goods to the value of \$40,000 were taken from the "Orleans"; most of the marauders appear to have been Spaniards and Portuguese, with a liberal sprinkling of negroes. After robbing the ship, Gasparilla wrote, in the French language, a note to a United States naval officer, a passenger on the "Orleans", as follows:

"At Sea, and in Good Luck.

"Sir:

"Between buccaneers, no ceremony; I take your dry goods, and, in return, I send you pimento; therefore we are now even. I entertain no resentment.

"Bid good day to the officer of the United States, and tell him that I appreciate the energy with which he has spoken of me and my companions-in-arms. Nothing can intimidate us; we run the same fortune, and our maxim is that 'the goods of this world belong to the strong and valiant.

"The occupation of the Floridas is a pledge that the course I follow is conformable to the policy pursued by the United States.

(Signed)

"Richard Coeur de Lion."

Through the kindness of Robert S. Bradley, Esq., of Boston, president of the Charlotte Harbor and Northern

Railway Company of Florida, a most interesting, and, it is believed, accurate account of the famous, or rather infamous, Gasparilla, is here reproduced. It was originally printed in pamphlet form, to be distributed among the patrons of the railway and the Boca Grande Hotel, but the story proved so thrilling that the little brochure went out of print rapidly and is now quite rare.

"This narrative was compiled by the writer from incidents told by John Gomez, better known as Panther Key John, a brother-in-law of Gasparilla and a member of his crew, who died at the age of one hundred and twenty years, at Panther Key, Florida, twelve miles below Marco, in the year 1900 ; also from records left by John Gomez, Jr., the cabin-boy on Gasparilla's ship, who was kidnapped by Gasparilla, and who witnessed the death of this pirate and all on board his vessel. He died and was buried at Palmetto, Florida, in 1875, at the age of seventy years.

"While it is almost impossible to obtain exact information concerning this outlaw, owing to the numerous and conflicting accounts, the writer has tried to put into readable form a few of these stories concerning Gasparilla, and has only used such accounts where two or more sources agreed. However, it is well to keep in mind that owing to the long lapse of time between the death of Gasparilla and the present year nearly all old landmarks have gone."

#### "THE STORY OF GASPARILLA."

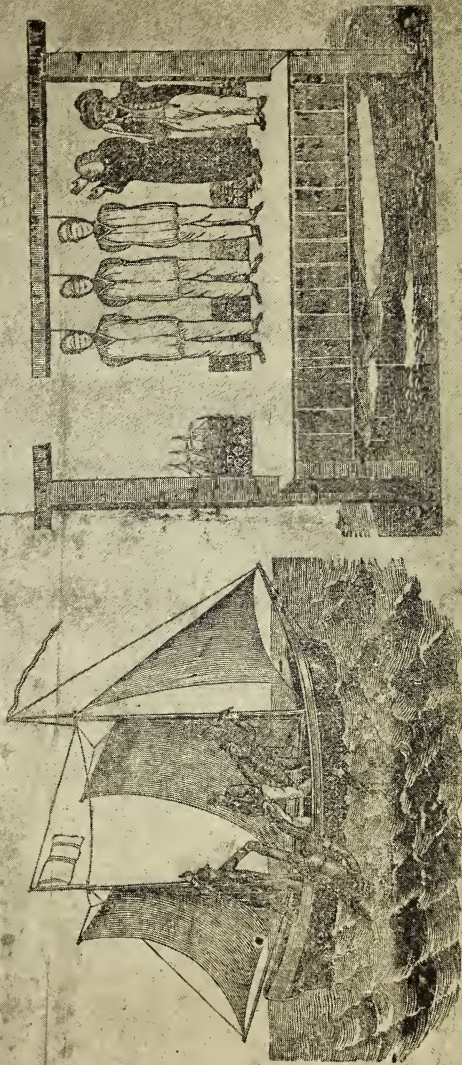
"The romantic age of the Gulf is past, the days when pirate bands preyed upon the peaceful merchantman, stole his goods, and carried away his women passengers, have gone, but romance still holds sway in the minds of each of us, and in the pirate Gasparilla we find a story that is full of the spice of romantic adventure, that abounds with thrills, and causes the pulse to beat just a little faster at some daring exploit, the eyes to fill with water at some touching story, or the fists to clench in the good American way at the brutal butcheries that authentic documents show were committed. Gasparilla has gone, his pirate gold lies hidden somewhere on the isles of Charlotte harbor, but the bleached bones of his murdered victims, with





# EXECUTION OF THE PIRATES

Whoso sheddeth man's blood, by man shall his blood be shed.



Particulars of the Murder perpetrated by the Pirates for which they are this day to suffer public Execution--Sketch of their Execution and of their behavior since the awful sentence of Death was passed upon them.

The Schooner [Spanish] bound from La Guira to Cadiz, captured by two Buenos Ayrean privateers in 1819. Prize crew murdered by members of the original crew who took the vessel into Scituate Harbor, Mass. They were there arrested and executed as pirates.

From a broadside in possession of E. B. C. Bradley.



the stories that have drifted down from past generations, give to the world a synopsis of the life and death of Gasparilla, the terror of the Southern Seas.

“His name was Jose Gaspar (Gasparilla meaning Gaspar, the outlaw). He stood high in the graces of the Spanish Court, so high indeed that he filched the crown jewels. Jose was also an officer of high standing in the naval affairs of the Spaniards. Some records give him the honor of being what we would call an admiral. His theft discovered, he deserted his wife and children, gathered together a nice lot of cut-throats, stole the prize vessel of the Spanish fleet, and escaped. This happened in the year 1782. A price was declared upon his head, and, it is stated, when Gasparilla heard this decree, he swore eternal vengeance upon all Spaniards in general, and commenced to destroy the commerce of Spain.

“The Gulf of Mexico at that time being a rendezvous for pirate fleets, Gaspar settled in Charlotte Harbor and built upon the shores of what is now called Turtle Bay twelve houses, where, under guard, his female captives were placed, all male prisoners being killed when captured. The buildings were constructed of palmetto logs, and arranged in a semi-circle close to the water's edge.

“About one hundred yards further inland the burying ground was discovered several years ago, containing not only the bones of his men, but the skeletons of his murdered women captives. Many a touching story has been unearthed when the ghostly remains were uncovered—stories of great strong men who died in the fight, of women who died to save their honor, and of nobility we even find a trace, but these are only traditions, and the story of ‘The Little Spanish Princess,’ as told by old Panther Key John Gomez, we will relate later on.

“Close to Turtle Bay lies the little Isle of Cayopelean. Upon this island stood a burial mound fifty feet high and four hundred feet in circumference at the base, built centuries earlier, it is thought, by the Mound Builders of a prehistoric race. Excavations in this mound have produced ornaments of gold and silver, together with hundreds of human skeletons. On its summit Gasparilla constructed an observation tower, where always a grim

sentinel was stationed and looked across the warm, smiling waters of the Gulf for a victim.

"The present Isle of Gasparilla the pirate named for himself. Taking the best of everything when a capture was made, he chose the best of the islands in Charlotte Harbor for his own secret haunts. It is said that Jose was saluted the King of the Pirates, and his home on Gasparilla Island was regal in its fittings.

"Some writers have said that Gasparilla joined Pierre LaFitte, the famous French pirate, while others have stated on good authority that LaFitte joined Gasparilla's band, contributing a boat and thirty men.

"While taking the census of 1900 two gentlemen stopped at Panther Key and spent the night with John Gomez. The race of the old buccaneer was nearly run, but all through that night he told a story of piracy that could scarce be believed, yet it was a dying man that was clearing his soul before his Maker. He told of the looting of ships, the massacre of innocents, and last of all, when his life had nearly passed, he told the story of 'The Little Spanish Princess,' whose name he did not remember. He told where the body would be found, and a sketch was prepared under his direction, and in recent years in the exact location as described the skeleton of a beheaded woman was found. This is the story.

"In the early days of the year 1801 a princess of Spain sailed in great state for Mexico. While in that country she was royally entertained by its Ruler, and to show her appreciation to the Mexican people she prevailed upon the nobles to allow her to take eleven of Mexico's fairest daughters away with her to be educated in Spanish customs. A treasure of much gold, bound in chests of copper, it is said, was in cargo. When about forty miles from what is now Boca Grande, Gasparilla engaged them in combat, killed the crew, took the gold, and carried away as captives the princess and the eleven Mexican girls. The princess he kept for himself, the maids were divided among his men. The little Spanish princess spurned the one-time favorite of the King, and Gasparilla swore that if she did not return of her own free will the affections lavished upon her, she would be beheaded, and the story

goes the threat of Gaspar was fulfilled. Far away from her native land, alone on a tropical isle, the little princess still lies in the lonely bed made for her by Gasparilla. The night birds sing in the dusk and lull her spirit to rest in the evening, and the moon throws kindly shadows o'er the spot where royalty sleeps.

"From members of Gaspar's crew many a strange story has drifted down concerning him, his traits, his ways, his passions. He was polished in his manners and a great lover of fashionable clothes; fearless in fight, and at all times cruel in his nature. Concerning women he was fanatical, and his houses were always filled with captives. It is stated beauty was essential with him. He kept for himself a certain number of picked beauties, but so fickle was his nature that when an additional capture was made and a new face appealed to him, one of his old loves must forfeit her life to make room for the new favorite. That this was true there is no doubt, as the graveyard of Gasparilla tells its own terrible story.

"In 1819 the United States, having obtained, under the Louisiana Purchase in 1803,\* the states bordering on the Gulf, made war upon the robber bands. On Sanibel Island a conference was held by all the pirates, and with the exception of Gasparilla, Baker, Caesar, and old King John, all sailed away, to be heard of no more.

"Nearly two years later, the war on piracy becoming too severe, Jose and his crew agreed to divide their wealth, which was then estimated at thirty million dollars, to give up piracy, and live as honest men the rest of their lives. This was decided upon and plans made accordingly.

"In the spring of 1822, while getting together his treasure for division, which at that time was hidden in six separate hiding places, he cited what appeared to be a large English merchantman just off Boca Grande Pass. It is said his greedy eyes lit with pleasure at the thoughts of just one more victim ere his piratical days were over. Closely following the shore-line of the Gulf, he slipped

\*Florida belonged to Spain, therefore was not included in the Louisiana Purchase from France in 1803. It was acquired by the United States by special treaty in 1819.

into Charlotte Harbor through what is now known as Little Gasparilla Pass, crept around Gasparilla Island, and gathered together his crew. Great excitement reigned when the plans were unfolded. The band of eighty men was divided into two parts, he commanding thirty-five men, LaFitte thirty-five, while ten were left in charge of the camp. At about four in the afternoon Gasparilla and his men dashed through the Boca Grande Pass for the English prize; fast overtaking the fleeing ship, the black flag was hoisted, and his men stood ready with the grappling hooks, but suddenly the English flag floated down and the Stars and Stripes pulled in place; in a moment guns were uncovered on deck, and Gasparilla, realizing that he was in a trap, turned to flee. His boat, disabled by the shots from the war vessel and capture staring him in the face, he wrapped a piece of anchor chain around his waist and jumped into the sea. His age at his death was about sixty-five. His crew was hanged at the yard-arms, with the exception of the cabin-boy and the ten men left in charge of the captives, they having escaped to the mainland. Panther Key John was in this gang. The cabin-boy was carried to New Orleans, where he remained in prison ten years.

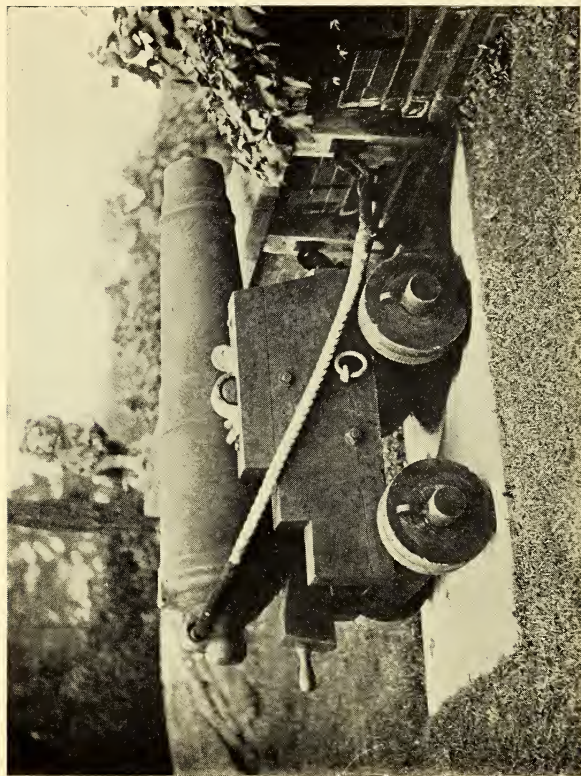
“LaFitte, watching the battle from afar, turned and fled, but the next morning his boat was captured and sunk off the mouth of the Manatee River. Whether he was captured at this point is not known, as so many conflicting stories arose concerning him, still it is a positive fact that he was buried at New Orleans.

“For thirty years the craft of Gasparilla was visible from Gasparilla Island, lying five miles off Boca Grande Pass, but the sand has now completely covered the wreck.

“The treasure of Gasparilla still lies unmoved. The bones of the bold buccaneer, with his pirate ship, have vanished, but legends from the fisher-folk say that sometimes in the dead of night, off Gasparilla Island, when the waves are singing a lullaby to the weary and the wind is whispering soft messages through the palmettos, the phantom fleets of the pirate crew arise from their ocean







**MARINE ORDNANCE OF A CENTURY AGO**

Carronade used in the War of 1812 on the Privateer "America" of Salem  
owned by George Crowninshield & Sons

Original in the possession of F. B. Crowninshield, Esq., of Marblehead, Mass.

resting places and pursue, as in days of old, the ghost ships of the merchantmen."

Among the best known American privateers during the war of 1812-15 was the "America", owned by George Crowninshield\* and Sons, of Salem, Mass. She was the fourth vessel bearing that name and belonging to the firm since 1783, and they were all lucky and profitable investments. The fourth "America", built for a merchantman at Salem in 1803-04, by Retire Becket, was always noted for her high speed, and while a privateer, her unusual number of captures and numerous escapes from British cruisers. She arrived in Salem from her last cruise in April, 1815, and never again went to sea, although she was not broken up until 1831. In 1818, however, a half interest in the "America" was sold for \$4000† (the firm of George Crowninshield and Sons having been dissolved in 1817), and for a year or two there were persistent rumors that the United States Navy Department wished to buy the old privateer and make her into a small sloop of war. Her great speed would have made her useful in chasing pirates on the West India station. For some reason or other, however, the deal was never consummated, probably because the "America's" timbers may have already shown signs of dry rot.

The photograph of the old carronade inserted herewith, to show marine ordnance of one hundred years ago, is taken from one of the guns of the old "America", owned by Francis B. Crowninshield, Esq., of Marblehead, Mass., and reproduced through his kindness.

The brig "Aurilla", of Gloucester, Mass., bound from Baltimore to New Orleans, was boarded by two piratical schooners off Salt Key, May 16th, 1822. The pirates compelled the captain and crew to go below, while the captain was examined in regard to the cargo and money on board. Having besmeared the windlass with the blood of a chicken, the pirates ranged themselves in two lines, and each member of the "Aurilla's" crew was made to run the gauntlet singly, and in such manner as to lead

\*George Crowninshield was the author's great-great-grandfather.

†The Private Armed Ship "America" of Salem, by Bowdoin Bradlee Crowninshield: The Essex Institute, 1901.

them to think that death awaited them at the windlass, where the blood was evidence of the fate of their shipmates who had preceded them. They thus secured about \$50,000 worth of goods and money, but they resorted to this individual inquisition in order to ascertain if the captain had informed them truly.

One of the crew was found hidden below, and was brought on deck. He supposed that he was the only survivor, and to escape the gauntlet he pretended that one of the passengers, a Mr. Nickoff, had stowed a box of money in the hold. Mr. Nickoff was called again, and as the money could not be found, he was stabbed in the arms and legs, blindfolded, and, with a rope round his body, was hoisted to the yard-arm and lowered into the sea. Still unable to inform them, as he really had no money, he was pulled up on deck and left apparently dead. He subsequently recovered. The freebooters confiscated all watches, clothing, and everything which could be of any use or value to them. There were a number of slaves, male and female, on the "Aurilla", bound for the southern market to be sold; they were badly treated, but not stolen, and this in itself seems strange, for most, if not all, the West Indian pirates were slavers also, running cargoes of negroes to Cuba, Brazil, and less often to southern ports of the United States. One of the "Aurilla's" crew was a good carpenter, and he was compelled to go with the pirates, who released the brig to resume her voyage to New Orleans.

The reader will have doubtless noticed a certain similarity in all the various stories of merchant vessels attacked by pirates, and the author takes the present opportunity to say that in order to avoid needless repetition, he has purposely omitted not a few accounts of merchantmen waylaid by marine highwaymen; neither has he attempted to arrange this little monograph in strictly chronological order. He has reserved his limited space in order to make pleasant reading and to mention, as far as possible, the struggles and exploits of our navy in stamping out piracy, and to record the experiences of local (Essex County, Massachusetts,) craft.

Nevertheless, in order to gratify the curiosity of the

many persons interested in the minutiae of history, a list of all ships, foreign as well as American, attacked by pirates in the South Atlantic from 1824 to 1832, will be found at the end of the book. This list, the result of much labor and trouble, has been compiled largely from the files of the New York Shipping and Commercial List, Essex (Salem) Register, and last, but not least, the Marblehead Register, which, although a small town paper, fairly teemed with marine news.

Salem was undoubtedly stirred to its depths by the following story of a piratical attack on one of its fleet of "argosies", as printed with heavily leaded headings (only reserved for the most important news in those days) in the *Register* of Feb. 9th, 1822:

**"PIRACY! PIRACY!**

"Extract of a letter from Capt. Wm. Lander, of the brig 'Washington', of this port (Salem), to his owner, dated

"Havana, Jan. 16, 1822.

"I arrived at Matanzas in 18 days from Salem, and found the markets so bad, sailed for this place; on the morning of the 8th, at 10 A. M., was boarded by a small pirate schr. of about ten tons, with ten men, armed with muskets, cutlasses, pistols, and long knives. They drove all the men below, but one, whom they sent aloft, with a threat that if he saw any armed vessel in the offing and did not inform them, they would blow his brains out. They then demanded my money; I went to my chest and handed them 16 dollars, which was all I had. The head robber threw that into a small box, and said he would burn the brig if I did not produce more. I told him I had no more. They then ordered the men on deck, and compelled them to get up bread and beef—they took 5 bbls. bread, 5 do. potatoes, 1 bbl. shoes, and 1 bbl. salt beef; also the bag with the colors, the sounding line, a trumpet, a coil of spun yarn, a quantity of twine, and 3 or 4 light sails. They also took my trunk, with all my clothing, two watches, a spyglass, and two blankets, the mate's clothing, with all the principal part of the men's clothes, and all the cooking utensils, 2 axes, a saw, 2 buckets and a compass."



The same paper reported that: "The brig 'Dover', Sabin, of Providence, R. I., arrived at Charleston, S. C., from Matanzas, was boarded on the 16th ult., off the Pan of Matanzas, by a boat from a (sugar) drogher, which came out of Matanzas the night before. Five Spaniards, armed with long knives, pistols, cutlasses, etc., came on board, and after beating the captain and crew, drove them below, robbed them of clothes, watches, and everything of value. They were afterwards called up singly; four men with drawn knives stood over the captain and threatened him, if he did not give up his money, that they would murder all hands and burn the vessel. They then commenced plundering the brig, broke open the hatches, and made the crew carry the plunder to their vessel. They took one compass, five bags of coffee, one barrel sugar, nearly all the provisions, colors, rigging, cooking utensils, and ordered them to stand to the northward, or they would return, kill all hands, and burn the vessel." . . .

On January 7th, 1898, Capt. Charles Endicott, a well-known Salem retired shipmaster of the old school, celebrated his seventy-fifth birthday. To a few friends who assembled at his house to do him honor, Capt. Endicott related the unenviable experience of his father, Capt. Aaron Endicott, in 1822, when he was captured by pirates while in command of the brig "Niagara" of Salem, owned by Joseph Peabody. In passing it may be well to say, for the benefit of the uninitiated, that Mr. Peabody was one of the largest of the old-time Salem (and in fact of the whole country) merchants and shipowners. The "Niagara" left Salem in January, 1822, bound for Matanzas, and before her departure \$50,000 in specie was stored in nail kegs and hidden among other kegs in the cargo. No person, other than the owner and commander, knew anything whatever of the money being aboard. When the brig was off Matanzas and making preparations to beat in, a piratical schooner gave chase, and when the "Niagara" was in stays came alongside.

One hundred men, armed to the teeth, jumped aboard and drove the crew below. The money was demanded of Capt. Endicott, who stoutly denied having any on board.







ADMIRAL FRANCIS H. GREGORY  
From a photograph taken during the Civil War  
From the collection of F. B. C. Bradlee

The cabin boy was also brutally beaten and even wounded with swords, but he could give no information. While the pirates were searching for themselves, threatening that, if any treasure were found, they would kill the entire crew, a large ship hove in sight, and believing her to be a man-of-war, the buccaneers hastily took their departure, but not before they had stolen Capt. Endicott's nautical instruments and all the clothing of his men.\*

While they (the pirates) were on board the "Niagara", they headed her for the breakers, intending to leave her at the last minute, and her crew to their fate. As soon as they were gone, Capt. Endicott released his crew, 'bout ship, and was soon on his course again for the harbor of Matanzas, where he arrived in safety. There he learned that his capture had been seen from the shore, but there were no means at hand to assist him, and, quite likely, no will either, for many of the Spanish officials were in league with the pirates. It was clearly to be seen, said Capt. Endicott, that the freebooters *knew* that there was treasure hidden *somewhere* on the "Niagara"; this and several other suspicious events, including the unsuccessful attempt to plunder the steamer "Robert Fulton" (to be mentioned later), led the "initiated" to think that the pirates had agents in the seaport towns of the United States, who, by fair means or foul, found out when large sums of money were to be shipped in vessels bound to the West Indies, South America, or southern ports of this country, and were able to notify their friends to be on the lookout for them. It was even hinted that a certain consul of one of the South American republics might not be a stranger to these schemes.†

The "Niagara" was loaded with sugar at Matanzas, went from there to Cronstadt, Russia, and then returned to Salem, having made a most successful voyage; she was built on Mount Desert Island, Maine, in 1816; measured 246 tons register, and was finally lost on the Feegee Islands, March 22d, 1831. Capt. Aaron Endicott, after a prosperous career, retired from the sea, and died in Salem

\*Accounts of this piracy may also be found in the Salem Register for Feb. 13th and 16th, 1822.

†Records of the Marblehead Marine Insurance Co.

in 1853, aged 74 years. The attack on the "Niagara" was quickly followed by a series of other piratical outrages, reported as follows in the columns of the *Salem Register* :

"Wednesday, March 6, 1822.

"Capt. Rice, from Havana, informs, that a few days before sailing he was present at the Regla, when 5 boats were taken possession of by the Police, said to be pirates. Capt. Miller, of the *Jane*, saw boxes of herrings, of his mark, taken from him by one of the boats. The boat he knew to be the one that boarded and robbed him. Another man, name not known, who had been robbed, saw his under coat, but dare not claim it. Two men were taken the same morning, one of them said to be the captain of one of the boats."

"New York, Feb. 28.

"Capt. Pratt, from Matanzas, informs, that a few days before he left a piratical schooner of 30 or 40 tons, with 2 brass pieces and 15 men, had been surprised and captured, three leagues to the leeward of that place, by troops dispatched for the purpose; the captain and three men killed, and four taken prisoners. She was known to belong to Havana."

"March 2, 1822.

"The brig 'Leader', Capt. Jones, of Fair Haven, Mass., arrived at Havana, from Teneriffe, was boarded on the 6th of Feb. off the Moro, by a piratical boat, under the English flag, with 12 men. They plundered and stripped the officers and crew, and a French passenger, of everything, and threatened to take their lives. They even had a rope round the passenger's neck, and were going to hang him, but several vessels appearing in sight, induced them to desist. They robbed Mrs. Jones, the captain's lady, of her wearing apparel, took the rings from her fingers, and threatened to take her on shore. They also took part of the cargo, the vessel's provisions, stores, cabin furniture, spars, rigging, and light sails. The pirates were all Spaniards but one, who was a Frenchman. They were fitted out at Havana, and had probably not been out more than 12 hours."

“February 27, 1822.

“The U. S. Schooner ‘Porpoise’, Capt. Ramage, arrived at Charleston on the 10th, from a cruise. In addition to the information which we already have of the useful service rendered by this vessel, we learn that in the course of her cruise Capt. R. recaptured the Schooner ‘Charles’, Glavery, of Baltimore, which had been three days in the possession of pirates; and destroyed in all three piratical establishments on shore, and twelve vessels, besides two on the stocks. He has brought into port four pirates. Three others whom he had captured he discharged for want of evidence. On the day preceding the arrival of the ‘Porpoise’, arrived the piratical schooner ‘El Bravo’, Midshipman Blanchard, a prize to the ‘Porpoise’.

On the 10th also arrived at Charleston the U. S. Schooner ‘Revenge’, Sailing Master R. I. Cox, from a cruise to the southward. On Saturday, the 2d instant, called off St. Augustine; landed Gen. Scott and Col. Archer, from St. Mary’s.”

“March 6, 1822.

#### “MORE PIRACY”.

“Extract of a letter from Capt. Rufus Frink, of the schooner ‘Shepherdess’, dated Havana, Feb. 2, to his owner in Warren, R. I.:

“I arrived at Matanzas on the 29th ult., but finding the markets extremely unfavorable, I thought it would be most for the interest of the voyage to proceed to Havana, for which place I accordingly sailed on the 31st ult., at 4 o’clock P. M., with a fine breeze. At about 2 o’clock A. M. I discovered a boat in shore of me standing to the eastward, and was apprehensive that it was a pirate. Thinking to avail myself of the assistance and protection of the steamboat, then in sight, I continued my course. The steamboat more rapidly approached, and the pirates being nearly abreast of me, it being now 8 o’clock in the morning, I made signs to the steamboat for assistance. The pirates, thinking probably that they would not have time to effect their object before she came up, hauled their wind in shore; not so far, however, but that the steamboat passed them within half pistol shot, without taking the



least notice of them. She also passed by us, totally regardless of our signal of distress and the maneuvering of the pirates, whose object she could not possibly have mistaken. A calm now succeeding, the steamboat was soon out of sight. Being thus abandoned, and in a defenceless situation, the only alternative that remained was to secrete my most valuable property and resign myself to their barbarity. The pirates now returned and boarded us. After having secured the mate and crew, beating them at the same time most inhumanly with swords and cutlasses, they ordered me into the cabin and demanded my money or my life, attempting at the same time to cut my throat. I then surrendered up to them about 60 dollars; but this only increased their savage ferocity to obtain more, and threatened to murder me and burn my vessel instantly, unless I gave up all I had. But as I persisted in saying that it was all I had by me, they ceased beating me for a moment, and commenced a general pillage of the cabin, and after rifling it of everything to the amount of a rial, they ordered me on deck and commenced beating me again with increased barbarity. Being nearly exhausted in consequence of their inhuman cruelty, they ordered me to rig a rope to hang me with, and threatened to put it into execution instantly unless I gave them more money. At this moment I cast my eyes towards the stern of my vessel and saw that she was on fire. They immediately charged me with having kindled it, and began to beat me again most unmercifully. They, however, extinguished the fire before it had arrived to a dangerous extent.

“Seeing there was no chance for my life unless I made a total surrender of all my property, I entreated them to spare my life and I would give them more money. After having surrendered up all I had, they insisted on more, and again commenced the savage work of beating me, and finally forced me overboard. They then cast loose the stern boat and let her go adrift. I was not so far exhausted but that I was able to recover the vessel.

*(To be continued.)*

## GROVELAND CHURCH RECORDS.

### ADMISSIONS.

- William Balch, from First Church, Beverly, John Pemberton from Haverhill, and Ezra Rolf from Newbury, June 7, 1727.
- Martha, wife of John Pemberton, from Haverhill, July 28, 1727.
- Eliezer Burbank and Lydia, his wife, from Bradford, Feb. 2, 1729.
- Sarah, wife of John Hopkinson, from Bradford, Jan. 31, 1732.
- Ruth Kimball, wife of Joseph Hardy, from Bradford, Mar. 24, 1732.
- Caleb Burbank, from Byfield, Mar. 24, 1732.
- Dr. Ezekiel Chase, from Newbury, Nov. 30, 1733.
- Priscilla, wife of Dr. Ezekiel Chase, from Groton, Nov. 30, 1733.
- Miriam Bailey, wife of Moses Tyler, from Chester, N. H., Dec. 8, 1734.
- Thomas Merrill and wife Abigail, from Salisbury, June 11, 1736.
- John Eliot, from Wenham, Jan. 27, 1739.
- Lydia, wife of Jonathan Tenney, from Bradford, Jan. 18, 1740.
- Susannah, wife of Samuel Stickney, from Second Church, Haverhill, Apr. 17, 1743.
- Dorothy, wife of Thomas Stickney, from Lexington, Aug. 7, 1747.
- Susannah, wife of Joseph Hardy, from Salem, N. H., Nov. 3, 1765.
- James Palmer, Jr., and wife Mary, from Narragansett No. 1, June 4, 1769.
- Anna Chase, wife of William Bailey, from Second Church, Newbury, Jan. 15, 1775.
- Ebenezer Dutch, from First Church, Ipswich, Nov. 14, 1779.
- Nathaniel Mitchell and wife Abigail, from Dracut, 1783.
- Ruth, wife of Nathaniel Parker, from First Church, Newburyport, Apr., 1784.

Thomas Morse and wife Rebecca, from Pembroke, N. H.,  
Mar., 1791.

Phineas Carlton, from Bradford, May 1, 1792.

Phebe Eaton, wife Ebenezer Dutch, from West Church,  
Haverhill, May 2, 1800.

#### DISMISSIONS.

Stephen Merrill and wife Abiah, to Methuen, Mar. 29,  
1731.

Francis Wooster and wife Abigail, to Sandwich, N. H.,  
Oct. 24, 1731.

Hannah Stuart, Elizabeth Stuart and Sarah Palmer, to  
—, Jan. 31, 1732.

Dorothy, wife of Nathaniel Kimball, to Bradford, June  
1, 1732.

Ednah, wife of Jonathan Griffin, to Newbury, June 12,  
1732.

Jane, wife of John Harriman, to Second Church, Rowley,  
Dec. 20, 1732.

Jerusha, wife of Richard Boynton, to Second Church,  
Rowley, Dec. 20, 1732.

Margaret, wife of Benjamin George, to Third Church,  
Newbury, Jan. 3, 1734.

Jonathan Stickney, to First Church, Bradford, Jan. 6,  
1734.

William Wooster, to Newbury, Jan. 13, 1734.

Sarah, wife of Thomas Bryant, to Reading, Dec. 2, 1737.

Hannah, wife of Samuel Smith, to Suncook, N. H., May  
3, 1738.

Eliezer Burbank and wife Mercie, to Tewksbury, May 27,  
1738.

Elizabeth, wife of Jonathan Russell, to Tewksbury, June  
24, 1739.

Benjamin Wooster, to First Church, Haverhill, Sept. 4,  
1740.

Mary, wife of Daniel Dresser, to Second Church, Rowley,  
Jan. 20, 1741.

Mehitable, wife of Seth Jewett, to Tewksbury, June 21,  
1741.

Dr. Ezekiel Chase and wife Priscilla, to Nottingham,  
N. H., Nov. 1, 1741.

- Bethiah, wife of William Hutchins, to Harvard, Mar. 28, 1742.
- Eunice Foster, to Grafton, Aug. 28, 1743.
- Samuel Jewett and wife Ruth, to Nottingham, N. H., June 10, 1744.
- Mary, wife of Moses Wooster, Jr., to Tewksbury, June 10, 1744.
- Edward Bailey and wife Elizabeth, to Spicket (Methuen), July 8, 1744.
- James Jewett, to Nottingham, Sept. 8, 1745.
- Judith Watson, to Kensington, N. H., Oct. 7, 1745.
- Eliezer Burbank and wife Lydia, to Second Church, Rowley, Dec. 14, 1745.
- Mary, wife of Joshua Warner, to Harvard, Jan. 12, 1746.
- Hannah, wife of Thomas Lull, to Byfield, Feb. 2, 1746.
- Samuel Huchins and wife Mercie, to Chelmsford, Feb. 23, 1746.
- Dorothy Lacy, to West Church, Boxford, June 21, 1747.
- Daniel Burbank, to Sutton, Apr. 17, 1748.
- Abigail, wife of Thomas Merrill, to Second Church, Rowley, 1750.
- Phebe Dow, to South Hampton, N. H., July 3, 1751.
- Rebecca, wife of John Tucker, to Hampstead, Caleb Burbank to Byfield, —.
- Jonathan Hopkinson and wife Margaret, to Bradford, June 21, 1752.
- Bridget, widow of John Pemberton, to Tewksbury, Oct. 1, 1753.
- Sarah, wife of Benjamin Scott, to Tolland, Oct. 15, 1753.
- Thomas Hardy and wife Anna, to Woburn, June 29, 1755.
- Samuel Burbank and wife Eunice, to Nottingham, July 29, 1755.
- Mary, wife of Daniel Barker, to Byfield, Jan. 5, 1758.
- Margaret, wife of Jacob Hills, to Chester, N. H., Jan. 15, 1758.
- Martha, wife of Benjamin Pettingell, to Plaistow, —.
- Ebenezer Curtis and wife Elizabeth, to Boxford, May 4, 1759.
- Lydia, wife of John Woodwell, to South Church, Andover, Apr. 1, 1760.
- Bethiah Procter, to Chelmsford, Nov. 16, 1761.

- Mary, wife of Daniel Spofford, to Townsend, Jan. 24, 1762.
- Ruth, wife of Dea. John Boynton, and Lydia, wife of John Boynton, 2d, to Hollis, N. H., Feb. 22, 1762.
- Ebenezer Bailey and wife Sarah and Jeremiah Bailey, to West Church, Haverhill, May 2, 1762.
- John Goss and wife Mehitable, to Haverhill, Nov. 2, 1762.
- Mary, wife of William Pillsbury, to Byfield, May 20, 1763.
- John Hopkinson, John Hopkinson, Jr., and wife Rebecca, to Narragansett No. 1, Mar. 23, 1764.
- Nathaniel Jewett and wife Susanna, to Hollis, N. H., Mar. 23, 1764.
- Mary Jewett, to Hollis, N. H., Nov. 2, 1764.
- Nathan Bailey and wife Mary, to South Church, Andover, Nov. 7, 1764.
- Edmund Hardy and wife Ruth, to Pelham, N. H., Oct. 1, 1765.
- Thomas Hardy and wife Lydia, to Westford, Oct. 2, 1766.
- Philip Hardy and wife Lydia, to Pelham, N. H., Sept. 29, 1766.
- Moses Hardy, Jr., and wife Miriam, to Dunstable, Sept. 3, 1769.
- Job Hardy and wife Hannah, to Pelham, N. H., June 21, 1770.
- Jeremiah Eames and wife Jane, to Hollis, N. H., Sept. 22, 1771.
- John Elliot and wife Sarah, to Mason, N. H., Aug. 23, 1772.
- Joshua Attwood and wife Mehitable, to Pelham, N. H., June 21, 1773.
- Samuel Bailey, and Eliner, wife of John Webb, to the South Church, Andover, Oct. 21, 1776.
- Daniel Tenney and wife Joanna, to Derry, N. H., Nov. 22, 1784.
- James Palmer, Jr., and wife Mary, to Derry, N. H., May 14, 1787.
- Job Bailey and wife Mehitable, to Wilton, N. H., May 10, 1795.



- Eliphalet Hardy and wife Mehitable, to Pelham, N. H.,  
Aug. 1, 1799.  
Judith, wife of Ephraim Weston, to Haverhill, N. H.,  
Nov. 22, 1799.  
Daniel Hardy and wife Sarah, to Pelham, N. H., Oct. 2,  
1800.

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## NEWBURY CHURCH RECORDS.

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### ADMISSIONS TO THE THIRD CHURCH (NOW THE UNITARIAN).

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- Abigail, wife of John Kent, Jr. (Abigail, wife of John  
Stickney, since the wife of Capt. Johnson, since the  
wife of Joseph Swasey); Elizabeth Anderton; Mar-  
tha Toppan, widow, since the wife of Jonathan  
Woodman; Elizabeth, wife of Josiah Bartlet; Pru-  
dence, wife of Jonathan Dole; all from Second  
Church, Newbury.
- Thomas Atkinson and wife Mary, from Hampton Falls,  
Mar., 1726.
- Hannah, wife of Col. Richard Kent, from Charlestown,  
June 5, 1726.
- Leonard Cotton and wife, from Hampton Falls, July 3,  
1726.
- Hannah, wife of John Tucker, from Charlestown, July 3,  
1726.
- Ann, wife of William Titcomb; Judith, wife of Thomas  
Moody; Martha, wife of Capt. William Johnson;  
Deborah, wife Eleazer Hudson, since Stevens; Jo-  
anna, wife of Capt. Michael Hodge; Sarah, wife of  
Benjamin Woodbridge, widow Mary Somerby; Jane,  
wife of Dea. Abiel Somerby; Esther, wife of Abra-  
ham Toppan; Mary, wife of Benajah Titcomb, Jr.;  
Abigail, wife of Joshua Beck; Ann, wife of Joseph  
Titcomb; Ann, wife of William Salmon; Mary, wife

- of Joseph Poor ; Elizabeth, wife of Edward Poor ; Hannah, wife of Peter Godfrey ; Sarah, wife of William Moulton ; Elizabeth, wife of Joseph Morse ; Sarah Titcomb ; Apphia, wife of William Titcomb, Jr., Elizabeth, wife of Mr. Anderton ; Hannah, wife of Ambrose Berry ; Abigail Woodman ; Mary Titcomb, since wife of Jeremiah Pierson, all from First Church, Newbury, Aug. 7, 1726.
- Mary, wife of Samuel Kenney, from Second Church, Newbury, Oct. 2, 1726.
- Elizabeth Pillsbury, wife of Henry, from Salisbury, Mar. 5, 1726-27.
- Abigail, wife of Benjamin Greenleaf, from Boston, Oct. 1, 1727.
- Stephen Swett, Jr., Widow Rachel Poor, Widow Rachel Brown, Widow Rebecca Smith, Rachel Brown, Jr., from First Church, Newbury, Oct. 1, 1727.
- Isaac Ilsley and Abigail, his wife, from First Church, Newbury, June 1, 1728.
- John Worster and Daniel Worster, from Bradford, June 2, 1728.
- Edward Emerson, from Chelmsford, Aug. 3, 1728.
- Ann, wife of Joseph Stevens, from Boston, Dec. 1, 1728.
- William Moulton, from Second Church, Newbury, May 4, 1729.
- Miriam, wife of Moses Titcomb, from Amesbury, Apr. 5, 1730.
- Sarah, wife of Ambrose Berry, and Elizabeth, wife of Isaac Hall, from First Church, Newbury, Nov. 1, 1730.
- Elizabeth, wife of Mr. Rich, from First Church, Newbury, Oct. 3, 1731.
- Lydia, wife of John Decker, from Salisbury, Oct. 3, 1731.
- Mary, wife of Peter Godfrey, and Hannah, wife of John Kent, from Amesbury, Aug. 6, 1732.
- Jonathan Griffin, from Second Church, Newbury, and Edna, his wife, from Bradford, Aug. 6, 1732.
- Wife of Samuel Greenleaf, from First Church, Newbury, Nov. 5, 1732.
- Elizabeth, wife of William Dunn, from Boston, Jan. 6, 1733-34.

Margaret, wife of Benjamin George, from Second Church, Bradford, Feb. 3, 1733-34.

Millee, wife of Enoch Poor, from First Church, Newbury, May 5, 1734.

Mary, wife of Benjamin Sweet, from First Church, Newbury, Aug. 4, 1734.

Sarah, wife of Henry Lunt, from First Church, Newbury, Oct. 6, 1734.

John Brown, from First Church, Newbury, Nov. 3, 1734.

Gideon Tirrell, once of the Church of England, then of Weymouth, then Salisbury, Sept. 7, 1735.

Philip Coombs, from Kittery, Feb. 1, 1735-36.

Daniel Coffin and wife Rebecca, from First Church, Newbury, Dec. 5, 1736.

Elizabeth, wife of Samuel Todd, from First Church, Newbury, Mar. 6, 1736-37.

Nathaniel Carter, from New North Church, Boston, June 5, 1737.

Nathaniel Brown, from Salisbury, Feb. 5, 1737-38.

Abigail, wife of John Stickney, from Hampton, July 2, 1738.

Thomas Savage, from First Church, Boston, Aug. 6, 1738.

Capt. Edmund Greenleaf and wife, from First Church, Newbury, Nov. 5, 1738.

Mary, wife of Jonathan Satchell, from Second Church, Gloucester, July 6, 1740.

Hannah, wife of Enoch Plummer, from Kittery, Nov. 2, 1740.

Benjamin Woodman, from Byfield, Sept. 6, 1741.

William Noyes, from Braintree, Oct. 4, 1741.

Hannah, wife of Nathaniel Little, from Rowley, June 6, 1742.

Wife of William Cooch, from First Church, Newbury, July 3, 1743.

Joshua Moodey, Samuel Plumer and wife, from First Church, Newbury, Feb. 5, 1743-44.

Thomas Merrill and wife Sarah, from Salisbury, Feb. 5, 1743-44.

Joseph Coffin and wife Abigail, from the New North Church, Boston, Apr. 1, 1744.

Nathaniel Forster, from Ipswich, May 3, 1744.

- Sarah, wife of Joseph Lunt, from Andover, Sept. 2, 1744.  
 Ann, wife of Abel Merrill, from Amesbury, Nov. 4, 1744.  
 Richard Greenough, from Second Church, Newbury, Jan. 5, 1745-46.  
 Dr. John Newman and wife Elizabeth, from Hampton, May 3, 1747.  
 William Harvey, from Amesbury, Apr. 7, 1751.  
 Judith, wife of William Harvey, from Amesbury, June, 1751.  
 Joseph Frothingham and wife, from Charlestown, Oct. 6, 1754.  
 Mary, wife of Jeremiah Wheelwright, from Gloucester, Aug. 3, 1755.  
 Sarah, wife of Matthew Pettingell, from West Parish, Haverhill, June 8, 1766.  
 Thomas Cary, from First Parish, Haverhill, May 11, 1768.  
 Theophilus Bradbury and wife, from Portland, Sept. 23, 1788.  
 John Andrews, from Cambridge, Nov. 30, 1788.  
 Sally, wife of Seth Sweetser, from Charlestown, June 7, 1801.  
 Oliver Prescott and wife Anne, from Groton, Jan., 1816.

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DISMISSIONS FROM THE THIRD CHURCH (NOW THE UNITARIAN), NEWBURYPORT.

- Benjamin Bradstreet, to Gloucester, June, 1728.  
 Lydia, wife of Evans Jones, to Methuen, June 7, 1731.  
 John Moodey, to Newmarket, bet. 1726 and 1728.  
 Joseph Bayley to Falmouth, bet. 1726 and 1728.  
 Deborah Hudson, afterwards wife of Joseph Bayley, to Falmouth, bet. 1726 and 1728.  
 Dorothy Rolf, afterwards wife of Tristram Greenleaf, to Second Church, Newbury, bet. 1726 and 1728.  
 Sarah, wife of Benjamin Bradstreet, to Gloucester, 1728.  
 Moses Pierson, to Falmouth, bet. 1728 and 1732.  
 Gideon and wife Abigail Bartlet, to Newton, N. H., bet. 1728 and 1732.  
 Mary, wife of John Worster, to Boxford, 1732.

Hannah Goodridge, afterwards wife of Jonathan Sibley, to Stratham, David Stevens to North Yarmouth, Jonathan Sibley to Stratham, all between 1732 and 1739.

Mary Swain, to Reading, Oct. 1, 1739.

Jane Fowler and Mary Davis, to Amesbury, abt. 1739.

Elizabeth, wife of Daniel Chase, to Rumford, Jan., 1737-38.

Nicholas Webster to Pembroke, Jonathan Morse to Falmouth; Sarah, wife of Philip Hodgkins, to Falmouth; George Knight and wife Judith, to Falmouth; Andrew Crosswell, to Groton, Conn.; Joseph Harradin and wife Joanna, to Gloucester; Hannah, wife of Samuel Allen, to Manchester; Moses Stockman, to Salisbury; Anna and Eleanor Putnam, to Tewksbury; Elizabeth, wife of David Bayley, to Tewksbury; Abigail, wife of James Viscount, to New North Church, Boston; Jonathan and David Bayley, to Tewksbury; Elizabeth, wife of Moses Samborne, to Hampton Falls; Widow Priscilla Perkins, to Rowley, all bet. 1740 and 1790.

Gideon Tirrell and wife, to Kingston, Dec. 4, 1740.

Stephen Swett, Jr., to Salisbury, Apr., 1754.

Isaac Ilsley and wife Abigail, to Falmouth; John Wors-ter, to Boxford, and Experience Bayley, widow, to Tewksbury, bet. 1740 and 1754.

John Kent, Jr., to Canterbury, N. H., Feb., 1792.



OLD NORFOLK COUNTY RECORDS.

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(Continued from Volume LVIII, page 244.)

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Edward ffox of Hampton, planter, in consideration of a gunn and certain fencing, conveys to Nath<sup>n</sup> Boulter of same town, yeoman, about one hundred and forty acres of land in Hampton, formerly granted to Jn<sup>o</sup> Garland of Hampton, and by him sold to me, the sd. ffox, at a place called Hampton new plantation, according to ye town's grant, as it shall hereafter be layd out to ye sd Boulter. Jan. 6, 1677. Wit: Henry Dow and Nath<sup>n</sup> Weare. Ack. by Edward [his O mark] ffox, April 1, 1678, before Sam<sup>n</sup> Dalton, commissioner.

Georg Goldwyer of Salisbury, yeoman, and wife Martha, for six and forty pounds sterling, convey to Peter Coffyn of Cochequo in Pascataqua river, in ye county of Dover and Portsmouth, about six score acres of land, with all ye wood, trees and timber thereupon, being all my great division of upland, lying above ye mill, between ye lots of Edward ffrench, late of Salisbury, deceased, and ye widdow Willix, now in possession of Joseph ffrench. May 11, 1678. Wit: Tho: Bradbury and Phillip Grele. Ack. by Georg [his O mark] Goldwyer, May 16, 1678, before Jo: Woodbridg, commissioner.

Georg Goldwyer of Salisbury, yeoman, for a bill of thirty-one pounds sterling, and also forty pound more in other good pay, conveys to Peter Coffyne of Cochecho, upon ye river of Pascatoquack, in ye county of Dover and Portsmouth, mar<sup>cht</sup>, one full and compleat halfe part of my planting lott (ye whole lott being about twenty acres) lying next to Mr. Wocester's planting lott; also one halfe part of my great meadow lott at little river (ye whole lott being sixteen acres, as by records doth appeare), ye sd lands being in Salisbury, originally belonging to Mr. Sam<sup>n</sup> Dudley, as by grant of ye sd towne doth appeare, Peter Coffyn to have sd lands ymediately after my de- cease, not any part before. May 4, 1678. Wit: Tho:

Bradbury and Phillip Grele. Ack. by George [his O mark] Goldwyer, his wife consenting thereto, May 16, 1678, before Jo : Woodbridg, commissioner.

In consideration of the release of a contract and interest therein, by Sam<sup>n</sup> Colby of Amesbury, concerning the exchange of a frame for a barn and land upon which it stood in Amesbury, being betwixt the dwelling houses of said Colby and Thos. Wells of Amesbury. The said Wells and Mary his wife release to said Colby all interest in another frame primarily built for a barn which I received from Colby in exchange for premises lately erected upon my land in that part commonly called Veanes lott, and do convey to said Coleby thirty rods of ground in Amesbury at the lower end of said lot, running not far from Wells front gate by the side of Mr. Wells little old house from the fence as it now stands, giving said Colby leave to remove any building, fencing, hay, dung, corne, or other materials or utensils which are at present upon the bargained premises. May 14, 1678. Wit : Sam<sup>n</sup> Wood, Jno. Wood. Ack. by Mr. Tho. Wells, May 16, 1678, before Sam<sup>n</sup> Dalton, commissioner.

William Barnes of Amesbury, carpenter, and wife Rachel, conveyed to James ffreeze of same town, about thirty acres upland in Amesbury, with all timber, etc., thereto belonging, west of Coblers brook, near a place called Jamayca, bounded by land of Jno. Hoyts, jun., by Willi. Osgood, sen., and by Nathan Gold. Dec. 16, 1670. Wit : Richard Currier and Tho: Currier. Ack. by William [his T mark] Barnes, May 6, 1678. before Sam<sup>n</sup> Dalton, commissioner.

Thomas Marston of Hampton, yeoman, for twenty pounds, conveyed to his sone John Marston of same town, about six acres upland in Hampton, as it is layd out, with an addition of swamp at south end, being about three acres, as it was layd out, also in Hampton, butting upon land some time of John Browne, upon John Smith and Jeames Hobbs or Morris Hobbs. Only reserving unto my owne use two acres of sd upland during ye terme of my life if I shall have occasion to use it for planting, and ye priviledg of keeping a horse for my owne use in ye swamp

when I shall have occasion. June 3, 1678. Wit: Henry Dow and Joseph Dow. Ack. by Tho: Marston, June 8, 1678, before Sam<sup>l</sup> Dalton, commissioner.

John Brown, sen., of Hampton, for naturall affection and fatherly love for my well beloved daughter Elizabeth Marston of Hampton, and for other considerations, conveyed to sd Elizabeth one small tract of land of a quarter of an acre in Hampton, bounded by land of William fullers and land of my owne, also have delivered to Isaac Marston a small piece of sd land for the use of Elizabeth. March 18, 1678. Wit: John Redman and Ephraim Marston. Ack. by John [his I B mark] Brown, May 23, 1678, before Sam<sup>l</sup> Dalton, commissioner.

John Brown, sen., of Hamilton, for yt. naturall affection and fatherly love for my well beloved son-in-law, Isaac Marston, of same town, conveyed to sd Marston one share of ye oxe common in Hampton, delivering also to said Marston one coyned piece of sylver comonly two pence. April 4, 1677. Wit: John Redman and Edward Colcord. Ack. by Tho. [his I B mark] Brown, sen., May 23, 1678, before Sam<sup>l</sup> Dalton, commissioner.

Robert fford of Haverhill, Mary his wife consenting thereto, conveyed to William Hutchings of Merimack a certain parcell of meadow in Haverhill, commonly called Beare Meadow, being one half of meadow laid out to Theophilus Satchwell, formerly of Haverhill. Sd Hutchins to take his halfe of the meadow at one end next adjoining Thomas Whittier and Robert Ayers, the said half to be divided to him by persons indifferently chosen, and also to be in like manner free from any claim of the heirs of Steven Kent of Haverhill, that might arise from former bargains between Satchwell and sd. Kent. Jan. 5, 1671. Ack. by Robert fford, Feb. 5, 1671, before Nath<sup>l</sup> Saltonstall, commissioner.

Mortgage deed, Edward Colcord of Hampton, yeoman, for thirteen pounds due to Hugh Marsh of Nubery, vintner, conveyed to sd Marsh fower acres salt marsh in a field of marsh comonly called ye Spring marshes, bounded by Capt. Bradbury, John Redman and Abraham Perkins. June 11, 1678. Wit: Mehetabel Dalton. Ack. by Ed-

ward Colcord, June 11, 1678, before Sam<sup>l</sup> Dalton, commissioner.

Discharge of foregoing mortgage of Edward Colcord, signed by Hugh Marsh, Nov. 1, 1678, before John Woodbridg, commissioner.

John Jemson of Amsbery, husbandman, and Hester, his wife, for twenty pounds, conveyed to Mr. Willi: Simonds of Wells, about fower score acres of land in Amsbery, bounded by Jarrett Haddons, Henry Blasdell and Richard Currier. June 7, 1678. Wit: Samuel Symonds, Mary [her M mark] Conant. Ack. by John [his W mark] Jemson, June 7, 1678, before Samuel Symonds, Dep<sup>t</sup> Gove<sup>r</sup>.

Richard Goodale of Salisbury, turner, and Mary, his wife, for seventeen pounds, conveyed to Onesiphirus Page twenty acres of upland in Salisbury, which was given unto mee by my father, Richard Goodale, late of Salisbury, deceased, as doth appear by his last will on record in Norfolk County court, sd twenty acres being my father's proportion of ye five hundred acres of land formerly granted by ye towne of Salisbury to ye inhabitants thereof, as doth appeare by towne book of records. Sd land being in two divisions, viz. seventeen acres lying between land of Cornelius Conner (bought by him of my grandfather, Richard Goodale, sometime of Salisbury, deceased), and land now of John Clough, jun., butting upon highway leading to Hampton and upon Goodale's swamp, commonly so called. The other three acres lying between ye land formerly of John Rolfs, now in ye hands of John Stockman and the towns common land, upon ye highway leading to Hampton and ye Towns comon. Feb. 2, 1677. Wit: William Bradbury and John Bradbury. Ack. by Richard Goodale and Mary [her M mark] Goodale, 14. 12 m<sup>o</sup> 1677, before Sam<sup>l</sup> Dalton, commissioner.

John Brown, sen., of Hampton, yeoman, conveyed to Dan<sup>n</sup> Lamprill one share of ye coves comon in Hampton, also one right of ye north division, as it is already layd out between Exite<sup>r</sup> bounds and ye sea. Oct. 22, 1677. Wit: Sam<sup>l</sup> Dalton and Abraham Cole. Ack. by Jn<sup>o</sup>



[his I B mark] Brown, sen., 14. 9. 1677, before Sam<sup>l</sup> Dalton, commissioner.

Tho: Bradbury of Salisbury, planter, for five pounds ten shillings, conveyed to John Redman, jun<sup>r</sup> of Hampton, blacksmith, all my parcell of sault marsh in Hampton, which was taken from Edward Colcord, sen., of Hampton, to satisfy a judgment granted to sd Tho: Bradbury by Hampton Court, May 30, 1676. Sd. marsh being in a place called ye Spring marshes, containing about an acre and twenty nine rod, bounded by marshes of John Redman, Abraham Pirkins and Edward Colcord. July 15, 1678. Wit: Sam<sup>l</sup> Dalton, Sen. and William Bradbury. Ack. by Cap<sup>t</sup> Thomas Bradbury and M<sup>s</sup> Mary Bradbury, his wife, July 15, 1678, before Samuel Dalton, commissioner.

Execution against Edward Colcord for himself and as administrator to the estate of his son Edward Colcord, deceased, to satisfy judgment granted Mr. Will. Bradbury at Salisbury Court, April 9, 1678, of 9li. 3s. in marchantable white oake hogshead staves and heading or white pine boards at 40s. per thousand, to be delivered at ye fals landing place in Hampton, dated May 24, 1678, and served by Henry Dow, marshall of Norfolk County. Return was made by said marshall upon order of Mr. William Bradbury (sd Bradbury not being present) by attachment of about 3 acres salt marsh, with pond, in Hampton, owned by Mr. Edward Colcord, appraised by Thomas Marston, chosen by said Bradbury, and William Sanborn, chosen by Ed. Colcord, said marsh being near ye sea in ye Springs marshes, so called, bounded by ye beach river and marshes of Ed. Colcord, Abraham Pirkins and John Redman. Dated July 19, 1678.

George Goldwyer of Salisbury, yeoman, for thirty pounds payed for me to Major Richard Waldern of Quocheo in Pascataqua River by Robert Downer of Salisbury, house carpenter, conveyed to sd Downer all my pasture in Salisbury, both upland, swamp, meadow, or marsh, adjoining to ye great neck, bounded by ye meadow of John Stevens and Caleb Moudies pasture. April 20, 1678. Wit: Tho: Bradbury and Phillip Grele. Ack.



by Georg [his O mark] Goldwyer, M<sup>s</sup> Goldwyer surrendering her right of Dowrie, Aug. 16, 1678, before Richard Waldern, commissioner.

William Sterling of Haverhill, shipwright, for thirty-eight pounds, conveys to Symon Lynde of Boston, merchant, my quarter part of ye sawmill at Haverhill, upon ye sd sawmill river, also ye dams, ponds, saws, iron worke utensils thereunto belonging; also one full quarter part of all ye grants for lands, tymber, meadowes, privildiges, comonages, benefitts or conveniences granted for ye use or benefitt of ye aforsd mill or proprietors thereof by ye town of Haverhill or any others. Nov. 3, 1677. Wit: Mary [her ma mark] Waller and Elizabeth Lynde. Ack. by William Stirling and Mary, his wife, Aug. 7, 1678, before Nath<sup>l</sup> Saltonstall, commissioner.

Thomas Webster of Hampton, planter, for twelve pounds, conveyed to William Samborn, sen., of Hampton, one halfe of ye house lott in Hampton, formerly of William Cole, late of Hampton, deceased, butting upon ye meeting house green, land of Abraham Drake, and land of Mr. Sam<sup>l</sup> Dalton. May 29, 1678. Wit: Tho: Marton and Abraham Perkins. Ack. by grantor, May 29, 1678, and by Sarah, his wife, who resigned her right of dower, 17. 4 mo. 1679, before Sam<sup>l</sup> Dalton, commissioner.

Edward Colcord of Hampton, yeoman, for a parcell of white oake pipestaves received of Tho: Wiggin and Capt Barefoot, conveyed to Robert Evens of Quochecho about fower acres of fresh meadow in Hampton, which was formerly granted to Mr. Wm. Wakefield and sold unto mee, ye sd Colcord, near ye beach. Aug. 20, 1669. Wit: John Smith. Ack. by grantor, 20. 6 mo. 1669, before Sam<sup>l</sup> Dalton, commissioner.

Isaac Pirkins of Hampton, yeoman, for natural love and affection to my sone Caleb Pirkins, and also in consideration of his part and proportion of my estate, conveyed to sd Caleb Pirkins fower acres of upland in Hampton, lying most convenient about his house, as it now standeth, being part of my farme; also six acres salt marsh in a cove near to Salisbury Island. Sept. 19, 1674. Wit: Sam<sup>l</sup> Dalton and Timothie Dalton. Ack. by grantor, Sept. 19, 1678, before Sam<sup>l</sup> Dalton, commissioner.

William Bradbury of Salisbury, for seven pounds, five shillings, conveyed to Benjamin fifeild of Hampton, weaver, about three acres of salt marsh, with ye pond and all, in Hampton, which was taken by virtue of an execution from Edward Colcord, sen., of Hampton, to satisfy a judgement acknowledged unto mee, ye sd Bradbury, at Salisbury Court, April 9, 1678. Sd marsh being in a place commonly called ye Spring, near ye sea, bounded with ye beach river and marshes of sd Colcord, Abraham Perkins and John Redman. Sept. 17, 1678. Wit: Tho: Bradbury, John Stanian and Henry True. Act. by grantor, Oct. 8, 1678, at Hampton Court, before Tho: Bradbury, rec<sup>d</sup>.

Robert Swan of Haverhill, for eight mares, conveyed to Thomas Baker of Topsfeild, fower score and fowerteen acres of upland in Haverhill, bounded with ye Merimack river, ye land of John Heath, Haverhill comon, and land of Henry Palmer. Also sixteen acres of meadow, part of which is within ye bounds of ye fore mentioned land; also two acres of meadow bounded with land of Obadia: Eyers, Robert Swan, and ye comon. July 1, 1664. With Nathaniel Smith and John Gould. Ack. by grantor, June 3, 1668, before Daniell Denison.

Joseph Peasly of Haverhill, and Ruth, his wife, conveyed to Leiu<sup>t</sup> George Brown of same place, about forty rods of meadow at east meadow in Haverhill, bounded, for a final issue of all differences there have been between us about meadows, by markt trees, a cart path and a brooke, sd land lying by meadow of Lieut. Brown and my own. Aug. 22, 1678. Wit: Tho: Duston and Benjamin Singletary. Ack. by Joseph [his i h mark] Peasly, Sept. 23, 78, before Nath<sup>l</sup> Saltonstall, commissioner.

Receipt signed by Henry Roby, dated June 25, 1678, and given to Caleb Moudy, for full satisfaction for a fine that Lenard Hariman was to pay for his sone being fined at Hampton Court. Wit: Nathanel Clarke and Joshua Brown.

*(To be continued)*

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HISTORICAL COLLECTIONS

VOL. LIX — APRIL, 1923.

ISSUED QUARTERLY



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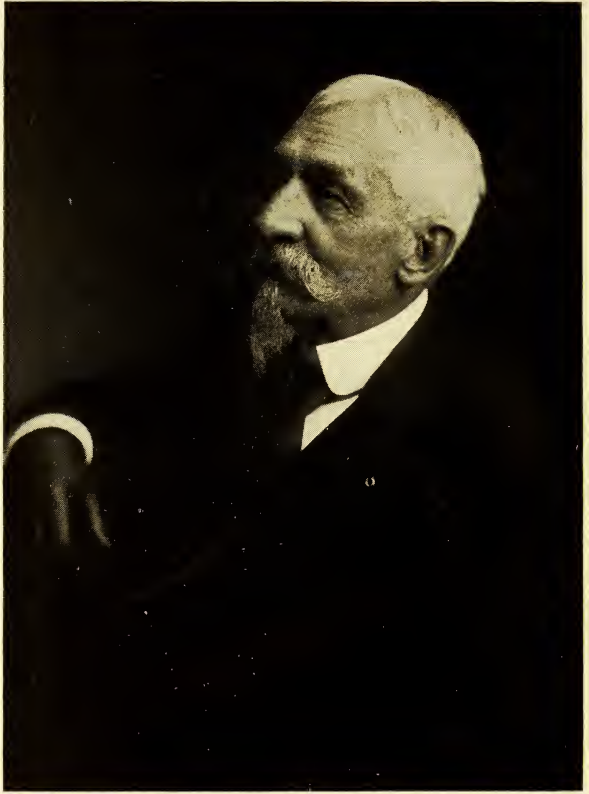
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GENERAL CHARLES LAWRENCE PEIRSON

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VOL. LIX

APRIL, 1923

No. 2

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GENERAL CHARLES LAWRENCE PEIRSON.

BY THOMAS AMORY LEE.

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Charles Lawrence Peirson, Harvard, 1853, who died at his home, 191 Commonwealth Avenue, Boston, on January 23d, 1920, was one of the most distinguished officers of the Civil War from Massachusetts. He also achieved success in business after the war, at first, with General Robert Hooper Stevenson, under the firm name of Stevenson & Peirson, and later by himself as Charles L. Peirson & Company.

General Peirson was born in Salem, January 15th, 1834, of old New England and Harvard ancestry. He was a son of Dr. Abel Lawrence Peirson, Harvard, 1812 (A.M., M. D., 1816, and Fellow of the American Academy), a distinguished physician of Salem, and his wife, Harriet Lawrence Peirson. He was also a descendant of the well-known Pages, of Danvers and vicinity, who played such a distinguished part in the first years of the Revolution, and of the Lawrences of Groton. General Peirson studied engineering at the Lawrence Scientific School, and received his degree of S. B. from Harvard in 1853, the same year that his father died. After taking his degree he went to Minnesota, where he practiced the profession of civil engineering and farming on a large scale.

At the outbreak of the Civil War, having returned to Boston in the meantime, he served as a corporal in the 4th battalion under Major, later Brigadier-General, Thomas Greeley Stevenson, which in the spring of 1861 did gratuitous service at Fort Warren, Boston Harbor, and having volunteered his services to Governor Andrew, was com-

missioned first lieutenant and adjutant of the 20th Massachusetts Volunteer Infantry, upon the recommendation of Lieutenant Colonel (later Brigadier General) Francis Winthrop Palfrey. This famous regiment was commonly known as the Harvard regiment, on account of the large number of officers who were Harvard men, including (besides General Peirson) Colonel William Raymond Lee, 1851; Lieutenant Colonel Francis Winthrop Palfrey, 1851; Major, and later Brevet Brigadier General, Paul J. Revere, 1852; Dr. Edward H. R. Revere, 1849; Major Henry Livermore Abbott, 1860; Major Henry Lyman Patten, 1858; Dr. Murdoch MacGregor, 1863; Captain, and later General, Casper Crowninshield, 1860; Captain, later Major General, William F. Bartlett, 1862; Captain, later Lieutenant Colonel, Norwood P. Hallowell, 1861; Captain, later Lieutenant Colonel, Oliver Wendell Holmes, Jr., 1861; Captain, later Brigadier General, Charles A. Whittier, 1860; the heroic James Jackson Lowell, 1858; Henry Ropes, 1862, who was killed at Gettysburg; Arthur G. Sedgwick, 1864; Charles A. Rand, 1865; William Lowell Putnam, 1860, who died of his wounds in 1861; Sumner Payne, 1865, who was killed in 1863; and others. Of these men, Col. Lee, Col. Palfrey, Capt. Crowninshield and Lieut. Ropes were of well known Salem ancestry. This regiment was one of the most notable regiments in the service, and stands fifth on the roll of all the regiments that suffered the heaviest losses during the war. Eleven of its officers went up to general rank, most of them being Harvard men, as evidenced by the following list: Brevet Major General William F. Bartlett, Brevet Major General George N. Macy, Brevet Brigadier General William Raymond Lee, Brevet Brigadier General Francis Winthrop Palfrey, Brevet Brigadier General Paul J. Revere, Brevet Brigadier General Charles Lawrence Peirson, Brevet Brigadier General Charles A. Whittier, Brevet Brigadier General Casper Crowninshield, Brevet Brigadier General Edward N. Hallowell, Brevet Brigadier General Arthur R. Curtis, Brevet Brigadier General Henry Lyman Patten.

The regiment, under the command of Colonel Lee, who was a West Pointer of the same class as General Robert E. Lee, went into camp eight miles from Boston on July

10th, and after organization went into camp on the upper Potomac, and on October 20th had its baptism of fire at the bloody affair of Ball's Bluff, where the losses of the regiment were terrible, and Colonel Lee, Major Paul Revere, Dr. Revere, Lieutenant Perry, and General (then Lieutenant) Peirson, were taken prisoners and confined in Libby prison. On January 20th, 1862, General Peirson was released from prison, and went at once to Washington, where for the next eleven days he used his utmost endeavors to secure the exchange of his friends. It will be remembered that the United States Government had taken prisoners certain privateers, which it treated as pirates, and that immediately the Confederate Government took as hostages the seven highest ranking officers in Libby prison, including Colonel Lee, Major Revere, Colonel Cogswell and Colonel Wood, confined them in Henrico county jail, in a small cell, which they were forbidden to leave for weeks, and treated them with the utmost severity, informing them that they would be hanged if sentence were executed upon the privateers. General Peirson, while still at Libby, with Lieutenant George B. Perry, Lieutenant J. H. Hooper, of the 15th Massachusetts, Lieutenant J. E. Green, Captain John Markoe, of the 71st Pennsylvania, Lieutenant C. M. Hooper, of the 71st Pennsylvania, and W. E. Merrill, United States Engineers, proposed that they be permitted to take the place of Colonel Lee, Major Revere, and the other officers, in a letter to General J. H. Winder, January 19th, 1862. It was thought very likely that the United States officers would be hanged, and no man ever did more gallant or chivalrous deed than did Charles Peirson when he first refused to leave the battlefield of Ball's Bluff, because his aged colonel could not swim, and then offered his life for him, saying that he was young and unmarried, had few family ties, and that his colonel was old and married and had children who needed him. It was Charles Peirson who induced the other officers to sign this letter, and to him goes the credit for one of the bravest acts of the Civil war, though one little known. On the 31st of the month, General Peirson having reached Washington and having seen Secretary Stanton, Gen. McClellan, Senator Charles Sumner (1830), John M. Forbes of Boston, and Congress.

man A. H. Rice, secured an order from the War Department transferring the status of the privateers to that of prisoners of war, and thereby secured the release of his friends.

Colonel Peirson then was immediately detailed for special service on the staff of General N. J. T. Dana, and later upon that of General John Sedgwick, and thus passed through the Peninsula campaign. While on sick leave from that service, he was notified of his appointment, on August 30th, 1862, as Lieutenant Colonel of the 39th Massachusetts Volunteer Infantry, with which he served until he was severely wounded, by a cannon ball, at the Weldon railroad, on August 18th, 1864. He carried this ball until the day of his death, and the author remembers having seen a photograph of it taken about 1915. It was at one time thought he would die from the wound, but he at last recovered. On July 13th, 1864, he was promoted to be Colonel of his regiment, after the death of Colonel P. Stearns Davis on July 11th, but was not mustered in as Colonel until the 23d of November. After months of prostration, incident to his severe wound, and, after learning that he would be unable to return to active duty, he resigned, and was mustered out of service January 11, 1865. Upon the recommendation of Major General G. K. Warren, he was commissioned Colonel of Volunteers by Brevet, to date from March 16th, 1865, for meritorious conduct in the battle of the Wilderness of Spottsylvania in May, 1864; and as Brigadier General of Volunteers by Brevet, to date from March 13th, 1865, for gallant and meritorious conduct in the battle of the Weldon railroad in August, 1864. He served in the following battles as authorized by the War Department to be borne on the battle flags of the regiments engaged: Ball's Bluff, Yorktown, West Point, Seven Pines, Fair Oaks, Peach Orchard, Savage's Station, Whitebark Swamp, Glendale, Malvern Hill, Mine Run, Wilderness, Spottsylvania, Petersburg, Weldon Railroad, and it will thus be seen that he was no mere colonel by proxy.

After the close of the war, General Peirson formed a business partnership with General Robert Hooper Stevenson as iron merchants, and continued in this business until



his retirement from business about 1907. The firm of Charles L. Peirson & Company succeeded that of Stevenson & Peirson. General Peirson was also for a number of years treasurer of the Lowell machine shops.

He married, in 1873, Emily, daughter of George R. Russell of Boston. His wife died in 1908. General and Mrs. Peirson had no children.

In 1898 General Peirson received the honorary degree of A. M. from Harvard; he was an honorary member of the historic society of the Cincinnati (New Hampshire State Society); a prominent member of the Loyal Legion, of which he was State Commander in 1895; of the Military Historical Society of Massachusetts; of the New England Historic Genealogical Society, and of the Essex Institute, and of the Royal Society of Arts of London. He also belonged to the Somerset and other social clubs.

General Peirson wrote a number of papers for the Military Historical Society of Massachusetts, and devoted his leisure after his retirement from business to his country place at Pride's Crossing, and to studies of the Civil War. Among his papers is one entitled "Ball's Bluff," which was privately reprinted, as a book, "For the information later on of Charles Lawrence Peirson of New York and Charles Peirson Lyman of Massachusetts," his nephews and namesakes. Another of his papers, read before the Military Historical Society of Massachusetts, is "The Operations of the Army of the Potomac from the Seventh to the Eleventh Days of May," in Vol. 4 of its publications; "A Sketch of the Page Family of Danvers" he also privately printed and distributed. After a severe illness of over a year, which left General Peirson helpless, he died on January 23d, 1920, and was buried in Forest Hills Cemetery. His nephews, Theodore Lyman, James S. Russell, Rodolphe Agassiz, M. H. Richardson, E. P. Richardson, and G. E. Benson, and R. H. Stevenson, acted as the ushers at his funeral, and his nephew, Prof. James H. Ropes of Harvard, conducted the services at the First Church in Boston.

No more gallant officer or truer friend served in the Civil War than Charles Lawrence Peirson, and Salem cherishes the memory of her worthy son.

## FORTY YEARS AGO IN SALEM.

### EXTRACTS FROM THE DIARY OF FRANCIS H. LEE.

The diary begins on January first, 1878, and records sundry small gifts from members of the family.

Jan. 2, 1878. Borrowed of Mr. Willson Everett's "Science of Thought," which I am reading.

News came of the death of William Brookhouse, son of R. Brookhouse, at the house of his wife's mother in New Hampshire.

Jan. 3. No Oratorio rehearsal this week. I understand that in addition to Mendelssohn's "Hear My Prayer" and Parker's "Redemption Hymn," the society will sing "The Heavens are Telling," the Gloria from Mozart's 12th Mass, and 3 choruses for male voices.

Jan. 5. Choir meeting. Ned singing in place of Rob. Arthur Clarke there.

Jan. 6. Mr. Willson preached on Religion as having been inherent and constituent to man through all historic times.

In afternoon went to Mr. Willson's Bible Class—afterwards called on Miss Savage and stayed there till nearly 6 o'clock. She gave me most interesting information about Hawthorne and his sister. Mr. H.'s first visit to Susie Ingersoll was made with her and her sister, she introducing him. It was when he was a young man, and lived down town. He escorted them home, stopping, as it was quite cold, for them to rest at his house. He went in and sat in the dark, telling them stories and expressing his fondness for chattering in the dark. She told about her school days at Hittie Higginson's, and half promised to write out some of her reminiscences of Salem in her youthful days. At one time her mother and Miss Susie Ingersoll owned the Philip English house together. She gave many Hawthorne letters to Mr. Condit. Mr. Hawthorne's sister lives at Beverly Farms. She once called to see her with May Almon; the Mannings go there frequently. R. C. Manning has a large portrait of Hawthorne. Mrs. Tuttle, on Hawthorne street, has some old-fashioned things which she would be glad to show me.

Miss Savage had a bunch of Abigail Adams' letters she was reading, loaned her by Miss Osgood of Essex street, which formerly belonged to the wife of Rev. John Felt, who was a niece of the above, who was the wife of the first President Adams. Miss Savage has promised me several Hawthorne letters and a Cabot pitcher if she can find it. Mr. Hawthorne's father and Miss Savage's mother were cousins and very friendly.

Aunt Nancy has a paper prepared by Uncle Tucker containing the regulations of a ladies' school which he established here in the building on Federal street next to the Tabernacle Church. This paper has the names of many of Salem's leading citizens at the time on it.

Jan. 7. Thermometer this morning only 2 above zero. the coldest weather thus far this winter. A bright, sunny, clear, quiet day in the morning, with some wind later. John down to dinner, and brought down to introduce to Aunt Nancy a Mr. Brown, who is the new Trustee of the Cole estate. Susan King down and dined with us. John brought a request from Frank Cabot that his brother Fred should have the ring with the arms of Baron de Courcy given him. Its history is that Mr. John Cabot's father's uncle, when he was a merchant at Marseilles, had the ring made, and it came into the possession of his brother Frederick, who gave it to father. I think I am satisfied with my taste for family heirlooms, in being a little disobliging and retaining it. Father's will was probated two weeks ago today. Judge Perkins' will was probated today, and according to Curwen gives to his two brothers the property left him by his father, after deducting \$2400 which they are to give to the judge's children, then a \$1000 is to be spent on a monument to be erected over him and his first wife in the Essex Cemetery, and the rest of his property, his wife consenting, to his children, so that the story of his large bequest to Amherst College proves untrue.

Sent note Sunday to August Fries proposing to resume violin lessons next Saturday at the usual hour.

In the evening called on Miss Savage and lent her Emerson's "Letters & Social Aims," and chatted an hour about the Adams', raising of plants, and other matters.

Alice and the Tea Party Committee had a rehearsal of their entertainment at the Vestry.

News came of the sudden death of Jos. Williams' wife of pneumonia; they were here about three weeks ago.

Jan. 8. The City Governments of the State began their new year yesterday. Mayor Oliver's inaugural was one hour long; the debt has considerably lessened.

Called on Miss Carlton and saw Miss Sibley's old-fashioned bevelled looking-glass, quite an ornamented and unusual pattern, but sadly needing regilding. Miss Carlton gave me portraits of Dr. Barnard and Dr. Holyoke. She once gave Curwen an old silver snuff box dated about 1720, and a pile of old almanacs to the Institute. Miss Churchill, who lives with the Jacksons, has old Deacon (grandpa) Holman's library. Received from George Perkins an excellent silhouette copy of Mrs. Deputy Dutch.

Kitty, Sophie and I went to the second Institute Tea Party. The attendance was smaller than usual, owing to the cold and the sickness of Gedney King. About 40 sat down to tea and some 20 more came in the evening. The shadow pictures representing scenes in Mother Goose were excellent and showed considerable skill in design.

Jan. 9. Gedney King died at about midnight last night, after a week's sickness, probably of diabetes. Dr. Mack reports it as the only case he ever heard of, of a person as young as he was living along as he did with his disease; he was 25 years of age.

Jan. 11. At the Fraternity with Sophie and Alice and gave out about 70 books.

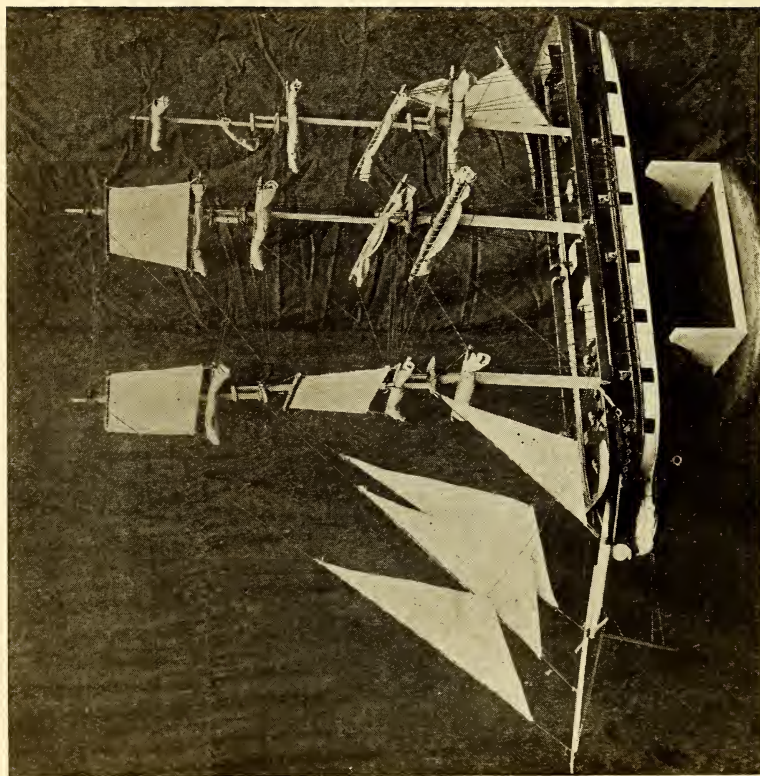
Called on Mr. Wm. C. Endicott, who gave me the large engraving of Gov. Endicott published in 1841 in New York by Geo. and Wm. Endicott. It is in a gilt frame. He showed me the original portrait of Gov. Endicott and also a copy of Frothingham's.

Jan. 12. To Boston and took my 1st violin lesson since Father's death. We played chiefly from a collection of Campagnoli's. I think I saw some improvement, tho' Mr. Fries thinks I need to play in better tune. Gedney King's funeral took place this afternoon; a large number present, including many of his classmates.

*(To be continued)*







Corvette "Hispanola", built at Boston for the U. S. Navy during the War of 1812-1815. The war ended before she was completed and the Spanish government purchased her for their navy in its efforts to suppress piracy in Cuban waters.  
Model owned by the Marblehead Historical Society.

# THE SUPPRESSION OF PIRACY IN THE WEST INDIES.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LIX, page 80.)

“They then called up the mate and began to beat him most barbarously, when luckily a vessel hove in sight, having the appearance of a man-of-war. After having hastily stripped me of my clothes, their captain offered me his hand, and wished me a good passage to Havana, and they all repaired to the boat. They robbed me in money and articles to the amount of about \$1200. Their boat was about 30 feet long, carrying 15 men, armed with cutlasses, muskets and blunderbusses, with a swivel mounted on the bow. I then proceeded for Havana, where I arrived yesterday, the 1st inst.”

In a short while the reports of these piratical depredations spread all over the United States and Europe, and the stories lost nothing by repetition. The mercantile community became thoroughly alarmed, which was reflected in the tremendous increase, in some cases almost prohibitive, of insurance rates on vessels and cargoes bound for the “danger zone”.\* Congress was soon bombarded with petitions and memorials from the merchants and insurance companies calling for naval protection and the hunting down of these maritime highwaymen. The report of the Congressional Naval Committee was printed as follows in the *Salem Register* :

“Wednesday, March 13, 1822.

“Suppression of Piracy.”

“Congressional Report.”

“In the House of Representatives on Saturday, an interesting report was presented by Mr. M’Lane from the Committee on naval affairs, on the suppression of Piracy in the West Indies, of which the following is the substance :

\*Records of the Marblehead Marine Insurance Co.

“The report states that the system of plunder in the West India seas is truly alarming, and imperiously calls for the prompt interposition of government; that every mail brings such accounts of massacre and plunder, by the vicious and depraved of all nations, that if not winked at by the authorities of Cuba, they are not restrained; that the danger of smuggling is thereby considerably increased on our coast; an ample force is therefore recommended to suppress it; that the force actually employed by our government is the ‘Franklin’, of 74 guns, in the Pacific, for the protection of our commerce in that quarter; that the ‘Constellation’, frigate of 36 guns, is in the same ocean, but ordered to return home upon the arrival of the ‘Franklin’; that the schooner ‘Dolphin’, of 12 guns, accompanies the ‘Franklin’, as absolutely necessary upon so long a voyage.

“That the frigate ‘Constitution’, of 44 guns; sloop of war ‘Ontario’, of 18 guns; and schooner ‘Nonesuch’, of 10 guns, are cruising in the Mediterranean, to keep the Barbary powers in awe and protect our commerce in that sea; and it is believed that a less force would be inadequate for these objects.

“That the sloop of war ‘Hornet’, of 18 guns; the brigs ‘Enterprise’ and ‘Spark’, of 12 guns each; and the schooners ‘Porpoise’, ‘Grampus’, ‘Shark’, and ‘Alligator’, of 12 guns each, are cruising in the West India seas and Gulf of Mexico for the protection of trade, the suppression of piracy, etc.; and that the gunboats Nos. 158 and 168\* are also cruising along the coasts of Georgia and Florida for the same purposes.

“That the frigate ‘Macedonian’ is now equipping at Boston and will soon sail on a cruise for the same object; and that it will be necessary to keep, at least, one vessel of war, either a corvette or schooner, on the coast of Africa, as the most efficient means for the suppression of the slave trade.

“The committee are of opinion that no part of the foregoing enumerated force would be withdrawn from the

\*The gunboats that were numbered, instead of being named, were the remnants of a large fleet built during the war of 1812 to protect the coast. They were practically useless.

service in which it is employed, without detriment to the public interest, and that the force in the West India seas and Gulf of Mexico are inadequate for the objects specified in the resolution referred to.

“That the rest of the force belonging to the Navy, consisting of the ‘Java’ of 44 guns, and now unworthy of repairs; the ‘Erie’ of 18 guns; the ‘Peacock’ of 18 guns; ‘Congress’ of 36 guns; ‘Guerriere’ of 44 guns; ‘John Adams’ of 24 guns; ‘United States’ of 44 guns; and ‘Cyane’ of 24 guns, are in ordinary at the different Navy Yards at Boston, New York, Washington and Norfolk.

“That the committee are of opinion, to afford effectual protection to the commerce in the West Indies and Gulf of Mexico, the corvettes ‘Cyane’ and ‘John Adams’, and sloops of war ‘Peacock’ and ‘Erie’, should be fitted out as soon as possible; that the ‘Erie’ can be fitted out in 5 months, the ‘Peacock’ in 2 months, the ‘John Adams’ in 6 weeks, and the ‘Cyane’ in 5 weeks; and that the ‘Constellation’ frigate, should it be thought necessary, may be directed on her return from the Pacific to cruise in the West India seas, though it is believed it would be more expensive than to build additional sloops of war for the purpose, which are for many reasons superior to frigates, or smaller vessels, for such service. The first four named vessels are now undergoing repairs, and the amount necessary for this purpose is already embraced in the estimate for the present year; so that should they now be directed to be put in service, it will be necessary to increase the estimates for the present year not more than \$120,000, and the committee are authorized to state that this appropriation will not materially vary the state of the public treasury, as disclosed by the Secretary’s report, because since the date of that report there has been transferred to the surplus fund an amount of unexpended balances of appropriation for the naval service sufficient to meet the increased expenditure. But the committee cannot suppose that where the safety of the commerce and citizens of the United States calls imperiously for the exertion of the national force, so small an expenditure can be a matter of any moment.



“If the protection be *necessary*, it must be yielded, and the only consideration connected with the cost should be, that the money necessary to make it effectual should not be wastefully expended.

“In relation to the instructions for this service the committee think it would be *inconsistent* with public law and general usage to give any authority to destroy pirates and piratical vessels found at sea or in uninhabited places.

“The committee are of opinion that it would be dangerous and productive of great evil to vest in the commanders of our public vessels any authority to treat as pirate, and punish without trial, even such persons as those above described. It is not necessary for the accomplishment of the object in view that such an authority should be given, and it is essentially due to the rights of all, and the principles of public law and the general usage, that the consequences and punishment of piracy should follow only a legal adjudication of the fact.

“On the whole, the committee are of opinion that the employment of a sufficient number of vessels in the West India seas and Gulf of Mexico, authorized to make captures under the existing laws, etc., if the officers are properly industrious and enterprising, would afford all the protection required, and the committee therefore recommend the adoption of the following resolution :

“*Resolved*, That it is expedient forthwith to fit out and put in service the corvettes ‘Cyane’, ‘John Adams’, and sloops of war ‘Peacock’ and ‘Erie’, for the protection of commerce and the suppression of piracy in the West India seas and Gulf of Mexico, and also to employ the frigate ‘Constellation’, should the President of the United States deem the employment necessary for the purposes aforesaid.

“This report was ordered to be printed.”

During the same year, 1822, came the bold attempt to plunder the steamer “Robert Fulton”, which event more than anything else led to the belief that the pirate chiefs conducted their “affairs” on strictly “business principles”, having an agent, or agents, in the principal American seaports, who gave notice in advance of vessels bound for the West Indies carrying large sums of money. The “Robert Fulton” was one of the earliest, *and if it be con-*



*sidered that she depended upon her machinery all the time, the earliest ocean steamer in the world*; her wooden hull was built by Henry Eckford, at New York, in 1819, for David Dunham & Co. of the same city, to run as a regular packet between New York, Charleston, S. C., Havana and New Orleans. She measured 750 tons, a very large ship for those days, 158 feet long, and 33 feet beam; the machinery was of the "cross-head", or "square" type, built by the Allaire Works at New York, having a 44-inch cylinder, with a 5-foot stroke. Two large copper boilers, burning wood for fuel, were installed forward of the engine.

On April 20th, 1820, the "Robert Fulton" left New York on her first voyage, and plied regularly until 1825, when, owing to indifferent financial results, she was sold to the Brazilian Government and her machinery taken out. While a steamer she had averaged four days from New York to Charleston, four days from Charleston to Havana and three days from Havana to New Orleans.

A century ago the merchants and bankers, and even the government, made but little use of cheques and drafts in transmitting money from one place to another; it was customary, dangerous as it was, to send actual specie in boxes or kegs; more rarely, bank notes. It was not long before the financial community availed themselves of the "Robert Fulton" for the carriage of funds, offering as she did far greater possibilities of safety.

On one of her trips, in 1822, it leaked out that she was to have on board a very large sum of gold—over \$100,000—partly government funds, in transmission to New Orleans, besides a large consignment from a firm in New York to some merchants in Havana. In some way, probably through the before-mentioned confederate in the United States, Gasparilla, the well-known pirate, learned of the rich consignment and laid a clever trap to seize the "Robert Fulton" and her treasure.\* Of course it was of no use to attempt to chase the steamer with even the swiftest sailing craft, but Gasparilla arranged that he and a dozen or more of his most venturesome "friends"

\*From Mss. material supplied by Capt. George L. Norton, for many years editor of the N. Y. Marine Journal.

should lay in wait for her off the Cuban coast in a large open boat, impersonating shipwrecked seamen. In response to their distress signals, the "Fulton" would, naturally, stop to pick them up, and the pirates, carrying concealed weapons, would improve the opportunity by swarming on board the steamer and seizing her before the crew and passengers could recover from their surprise.

A schooner belonging to Gasparilla was to have been in the near neighborhood, to which the treasure was to be transferred, and the freebooters would then at once make off in her, first damaging the "Fulton's" machinery so that she could not pursue them. It was not, it would seem, their intention to hurt anyone on the steamer unless resistance was offered.

However, "the best laid plans o' mice and men gang aft a-gley," and in this case, it was said, one of Gasparilla's gang, having a grudge against him, revealed the whole plot, with the result that a United States man-of-war escorted the "Robert Fulton" and her rich lading safely to her destination.

In this story there seems a curious mixing of the old and the new; the pirates who make us think of seventeenth century conditions, attempting to seize a steamer, the representative of everything modern.

While on the subject of early steam navigation, it is interesting to quote an official report of Lieutenant W. H. Watson, commanding the United States steamer "Sea Gull" while in pursuit of pirates. Curiously enough, this officer makes no mention whatever of the advantages of steam over sail, nor does he refer in any way to the performances of the "Sea Gull's" machinery; all the more to be regretted, for, a century ago, a steamer was much more of an innovation and curiosity than was an aeroplane at the beginning of the World War.

In fact, Lieutenant Watson appears to have left the "Sea Gull" and given chase to the freebooters in the large sail barges (open boats) "Gallinipper" and "Mosquito"; this, however, was very likely due to the fact that the pirates, when pursued near land, always took refuge in shoal water, where the larger men-of-war could not follow them.

“United States Steam Galliot ‘Sea Gull’,  
“Allenton, Thompson’s Island (Key West),  
“July 11th, 1823.

“Sir:

“Having had the honor to report the circumstances attending the cruise of the division under my orders, prior to our separation off St. John de los Remedios, I have now to communicate, for your information, my subsequent proceedings in the barges ‘Gallinipper’ and ‘Mosquito’.

“After a strict examination of the coasts and islands, from Cayo Francisco to Cayo Blanco, in the vicinity of Point Hycacos, whilst cruising in Siguapa Bay, we discovered a large topsail-schooner, with a launch in company, working up to an anchorage, at which several merchant vessels were lying.

“Being to windward, I bore up in the ‘Gallinipper’, for the purpose of ascertaining their characters, and when within gunshot, perceiving the larger vessel to be well armed and her deck filled with men, I hoisted our colors, on seeing which they displayed the Spanish flag, and the schooner having brailled up her foresail, begun firing at the ‘Gallinipper’. I immediately kept away and ran down upon her weather quarter, making signal at the same time for the ‘Mosquito’ to close. Having the advantage in sailing, they did not permit us to do so, but made all sail before the wind for the village of Siguapa, to which place we pursued them, and after a short action, succeeded in taking both their vessels and effecting the almost total destruction of their crews, amounting, as nearly as could be ascertained at the time, to 50 or 60 men, but as we are since informed, to 70 or 80. They engaged us without colors of any description, having hauled down the Spanish colors after firing the first gun; and on approaching to board, our men giving three cheers and discharging their muskets, the pirates fled precipitately, some to their launch, lying in shore, from which a fire was still kept up, whilst others endeavored to escape by swimming to the land. A volley of musketry directed at the launch completed their disorder and drove them into the sea; but the boats going rapidly through the

water, cut off their retreat, with the exception of fifteen, eleven of whom were killed or desperately wounded and taken prisoners by our men, who landed in pursuit, and the remaining four apprehended by the local authorities and sent to Matanzas.

"The larger vessel was called the 'Catalina', commanded by the celebrated pirate Diabolito ('little Devil'), taken some weeks since from the Spaniards, between Havana and Matanzas, and carried to Signapa Bay, where she received her armament. She captured nothing, this being the beginning of her piratical cruise.

"I cannot close this communication without performing a most pleasing task, in reporting the active gallantry and good conduct of my officers and men, none of whom sustained the slightest injury in the action, the result of which is, I trust, sufficient to satisfy you that all under my orders did their duty, particularly when it is considered that we had but 26 men, opposed to a force of piratical vessels well supplied with arms of all kinds, amongst which were one long 9 and two 6-pounders.

"I have much pleasure in naming as my associates Lieutenant Inman, Acting Sailing Master Bainbridge, Dr. Babbit, Midshipmen Harwood, Taylor, and S. S. Lee,\* and Messrs. Webb and Grice, who obeyed and executed all orders and signals with a promptitude and zeal which could not be exceeded.

"I have the honor to be, very respectfully, your obedient servant,

"W. H. Watson,

"Lieutenant Commanding.

"Commodore David Porter, United States Navy, Commanding West India Squadron."

During the month of August, 1823, yellow fever broke out at Key West, and Commodore Porter and many of his officers and men were prostrated by it. One of the first victims was Captain John Minor Maury, U. S. N., Commodore Porter's flag captain, younger brother of Commodore Matthew Fontaine Maury, C. S. N., the well-

\*Refers to Sidney Smith Lee, afterwards Commander U. S. N. and Commodore Confederate Navy, younger brother of Gen. R. E. Lee. S. S. Lee died in 1869; he was the father of Gen. Fitz Lee.





A GROUP OF OFFICERS DISTINGUISHED IN THE SUPPRESSION OF PIRACY.



REAR ADMIRAL JOSEPH SMITH, U. S. N.  
Entered the service in 1809. Distinguished in 1812.  
From a photograph made about 1850, in the  
collection of F. B. C. Bradlee.



CAPT. JOHN PERCIVAL, U. S. N.  
Born at Wellfleet, Mass., 1779. Died at Boston, 1862.  
From a photograph made about 1850 in the collection  
of F. B. C. Bradlee



REAR ADMIRAL ANDREW HULL FOOTE, U. S. N.  
From a photograph made during the Civil War, in the  
collection of F. B. C. Bradlee.

known scientist. He had had a most gallant record in the navy during the war of 1812, but died of the fever and was buried at sea almost within sight of Norfolk, Va., where his young wife and two little children were anxiously awaiting him.\*

As may be imagined, the medical treatment of a century ago for yellow fever was very crude, and, possibly, did as much harm as good. Lieutenant Josiah Tattnell, afterwards Commodore, C. S. N., caught the disease and was so ill that the surgeon gave him up, telling him at the same time that he could have anything he wished to eat or drink, as he had done all he could for him. Tattnell thought he would enjoy a mint julep, which was given him, and from that time on he improved rapidly and eventually recovered. The stimulant was probably just what he needed.

There were 48 deaths in the squadron, including the gallant Watson and Lieutenant Hammersly, Chaplain Adams, Sailing Master Bainbridge, and Midshipmen Bainbridge and Reed.

Lieutenant David Glasgow Farragut, U. S. N., the future conqueror of New Orleans and admiral of the navy, added to his already gallant record during these years devoted to the extirpation of piracy. Entering the navy at the tender age of nine and one-half years, his midshipman's warrant was signed Dec. 17th, 1810, by Paul Hamilton of South Carolina, then Secretary of the Navy, when to-day boys no older would be in the lower grades of the public schools. Young Farragut was but thirteen when he took part in the desperate battle in Valparaiso bay, March 28, 1814, between the U. S. frigate "Essex" and the British frigate "Phoebe" and sloop-of-war "Cherub", resulting in the capture of the former, which had been commanded by Captain David Porter, now in charge of the West India squadron.

The "Essex" is always remembered with pride by the people of Salem, as she was built on Winter Island in that city, by Enos Briggs, in 1799, and last, but not least, the famous old frigate was completely paid for by voluntary subscriptions from the inhabitants of Essex County.

\*Recollections of a Virginian, by Gen. D. H. Maury.

Her total cost, when ready for service, with twelve months' provisions, was \$154,687.77.

It is, perhaps, not so well known that after her capture it had been the intention of the British naval authorities to refit the "Essex" for their own service, but she was found to be so badly knocked about as to make her useless as a man-of-war. Accordingly she was used as a stationary convict ship at Kingston, Jamaica, until 1833, and was finally sold at auction at Somerset House, in 1837, and broken up.

In 1823 Farragut's rank was what was then known as "passed midshipman", practically that of "acting lieutenant" or watch officer, and soon after received his commission as lieutenant. Promotion in those days in the navy was extremely slow.

His first independent command was that of the schooner "Greyhound", of between 50 and 60 tons; she was one of a fleet of eight, built on the model of the Chesapeake bay fast pilot schooners, and especially fitted to hunt down the pirates when they took refuge in shallow water. Each of these schooners was armed with two 18-pound brass pivot guns. For six months in 1823 the future hero of the Civil war was actively employed in ransacking the southern shores of Haiti and Cuba and the Mona Passage between Porto Rico and Haiti.

There were many encounters between the "Greyhound" and the pirates, sometimes afloat, sometimes ashore, when Farragut led his men through marsh and chaparral and cactus—a service often perilous, always painful and exhausting. It is a source of wonder that his health held out and that he did not succumb to the yellow fever, which made sad havoc among the officers and men of the American squadron. "I never owned a bed during my two years and a half in the West Indies," wrote Farragut, "but lay down to rest wherever I found the most comfortable berth."\* The result, however, both directly and indirectly, was the suppression of piracy; seconded as our navy was by that of Great Britain, interested like our own in the security of commerce.

Driven off the water, with their lairs invaded, their

\*"Life of Admiral Farragut," by Capt. A. T. Mahan, U. S. N.

plunder seized, their vessels burned, their occupation afloat gone, the marauders organized themselves into bandits, and turned their predatory practices against the towns and villages of Cuba. This aroused the Spanish governors from the indolent complacency, not to say more, with which they had watched robberies upon foreigners that brought profit rather than loss to their districts. When the evil was thus brought home, the Spanish troops were put in motion, and the pirates, beset on both sides, gradually disappeared.

An interesting incident of this period was the meeting of the future Admiral Farragut with his older brother William, then already a lieutenant in the navy, and whom he had not seen for thirteen years. How many Americans, even students of naval history, know that he had a brother? Lieutenant Joseph W. Revere, U. S. N. (a kinsman of Col. Paul J. Revere killed at Gettysburg and of Asst. Surgeon Edward H. R. Revere, killed at Antietam while caring for the wounded under fire), in his "Forty Years of Military and Naval Service," refers to his experiences in the West India squadron, while serving against the pirates, as follows:

"Leaving St. Augustine for Tampa and Pensacola, I was ordered to Key West from the latter place, to take command of a large felucca-rigged boat, pulling forty oars, and armed with a long twelve-pounder, and received instructions to cruise in the Old Bahama Channel and endeavor to capture a noted pirate named Benavides. Piracy was at that time a regularly organized business in the West Indies, the capital being supplied by persons in Cuba and the United States, and the cutthroats by the 'faithful isle.'

"It was very difficult to secure the trial and conviction of the corsairs in Havana, however evident their guilt, for the Spanish authorities were notoriously interested in the profits of their nefarious calling. It is well known that, not long before the time I am writing of, Commodore David Porter was tried by a court martial for landing at Foxardo to capture some of these gentlemanly marauders, — a rebuke which led to his leaving the profession of which he was so distinguished an ornament. For a week



or two we saw nothing on our new cruising ground except a few small merchant vessels, and heard of no pirates, until one evening a felucca appeared, crossing from Cayo Romano to Cuba. We immediately gave chase, but lost sight of her at nightfall. At early daylight she was again seen under the land of Cuba, but suddenly disappeared up one of those estuaries which inlace the low ground of the coast. Making our way into the one we supposed she had entered, we pursued our unseen but hoped-for prize up its sinuous course, the view being limited by the banks of the estuary, which were covered by a mangrove thicket, growing down into the water, as is the habit of this plant. I landed, however, at the entrance for a few moments, in order to put on shore a couple of men provided with means to signal to us if necessary.

“After rowing in this way for about ten or fifteen miles, we came suddenly, at a turn of the estuary, upon a camp, and a barque-rigged vessel lying at a rude pier. Here we landed, with the usual precautions against surprise, and found the ship to be the French barque ‘Amedee’ of Bordeaux, evidently not long since captured by pirates. Her cargo had been nearly all removed and probably taken in lighters to Havana and Matanzas; but the evidences of a hurried ‘breaking bulk’ were everywhere to be seen. The sails of the barque had been burned (for we found the incombustible parts), the rudder unshipped, and both anchors let go; so that it would have been impossible to remove her from the place. Many knickknacks, which apparently did not suit the taste of the pirates, lay about, the *embarcadero* being strewn with various ‘articles de Paris’. The cabin furnished evidence that it had been tenanted by passengers of both sexes; and it was fearful to think of what had probably been their fate, although we met with no positive proofs that murder had been done.

“In the afternoon I wished to return to sea, but found that some of my men had straggled away into the country; so, leaving the galley in charge of a petty officer, I started with a small party to hunt them up, ascending the hills which rose above the landing place to a considerable height. Our search was vain, however; we saw no traces



of the stragglers, and after a walk of about two miles along the crest, we returned towards the pirates' camp down a ravine, in the hollow of which ran a brawling rivulet.

"The sides of the ravine were precipitous and covered with huge bowlders, while the dense and almost impenetrable verdure of the tropics clothed its surface. I tried to cover as much ground as possible with my men, in order to explore the country as thoroughly as we could; for I feared my lost ones had stupefied themselves with liquor obtained from the French barque. Suddenly one of my scouts high up the bank of the ravine shouted to us to ascend, and, thinking he had tidings of the run-aways, we scrambled up to his elevated position. I found him at the entrance of a hole, or cave, which was partially concealed by a bowlder of great size, the ground around it bearing the marks of footprints, with staves and iron spikes scattered about. Bringing my little band together, I delegated a young and agile foretopman to enter the hole first, which he did, shoving his carbine before him as he went in, and disappeared from our sight into the bowels of the earth. We prepared to follow, but the first who entered met the second one returning, and, as neither could pass the other in the narrow entrance, we hauled the last man out by the legs. The foretopman reported that he had passed into a large chamber inside, but that, owing to the darkness, he could say nothing as to its size or contents.

"Determined to prosecute the search, I improvised tapers made of the torn leaves of a book I had in my pocket, and, thus equipped, we crawled in. At about twenty paces from the entrance we found ourselves in a circular chamber, evidently an excavation, some fifteen feet in diameter. Our means of illumination being scanty, we had not time to examine the contents of some kegs and barrels, which, together with some old rusty muskets and cutlasses, and other objects pertaining to seafaring men, composed the contents of the room.

"As we were about to withdraw, one old tar, determined not to go without carrying away some memento of the place, rolled out a keg before him, thinking, doubt-

less, that it contained a supply of liquor, but which, upon being upset, gave forth an ominous rattling sound, that indicated something more substantial. We rolled the keg down to the camp, which I desired to reach before the approaching sunset, after which, in the tropics, there is no twilight. I found, upon my arrival, that our stragglers had returned, my fears having been unfounded as to their drinking; for the pirates had evidently consumed, or effectually concealed, all liquors.

“While on the subject of the old-time man-of-war’s men’s ability to secure liquor, I heard a lieutenant say that he once sent a watch of sailors ashore for recreation on an uninhabited island in the middle of the Pacific ocean, and that they all came back drunk!

Sentinels having been placed around the camp, we went to sleep after supper, pleased with visions of untold wealth to be secured in the morning at the cave, which we imagined must contain the fabulous treasures of Aladdin; for the keg we had brought with us was filled with newly-minted Spanish dollars. Shortly after midnight my dreams were interrupted by a sentinel, who reported that a fire was burning brightly at the entrance to the estuary. As this was the signal agreed upon in case our presence was required, I had no alternative but to start at once; and we manned our row-galley and sped down the creek as fast as forty pairs of vigorous arms could propel us. The day was breaking as we arrived at our destination, ready and eager for action; for we thought it probable that the pirates were returning to their haunt, which was as secure a *puerto escondido* for those buccaneers—‘friends to the sea and enemies to all who sail on it’—as could be found in Cuba.

“My lookout men reported having seen a light at sea, which we soon saw, and, boarding the vessel, found her to be H. B. M. schooner ‘Monkey’, on a cruise, and her commander handed me a despatch from the commander of the U. S. schooner ‘Grampus’, directing me to join him at Havana as soon after I received it as possible. Reluctant to abandon our promising investigations, we squared away the long yards of the felucca before the trade-wind, and next morning rounded the Moro Castle, ensign and

pennant flying, and anchored near the 'Grampus'. The secret of our discovery was religiously kept, and the keg of dollars divided amongst the crew, each receiving about fifty dollars, and we cheered each other by the prospect of soon returning to the *cache* and enriching ourselves with the pirates' hoarded treasure.

"A few days after our arrival one of those terrible cyclones which periodically devastate the West Indies came on, and it seemed as if the city would be torn down by the mere power of the wind. Several vessels were destroyed by being dashed violently against the wharves at Regla. . . . The damage to vessels at sea was immense . . . in the interior plantations were ruined in a single night . . . the hurricane was long afterwards remembered . . . as the heaviest known for years. . . .

"The 'Grampus' and 'The Forty Thieves' safely rode out this tremendous gale, and after its fury had abated, our crews were instrumental in saving much property and some lives in the harbor. About a week after this catastrophe . . . we started again for our former cruising ground, and soon reached the *embarcadero*, near the underground treasury. On landing, we found everywhere marks of the passage of the hurricane. The French barque had been completely torn to pieces . . . the rude sheds which had sheltered the pirates were tossed about like paper, . . . and enormous rocks from above cumbered the ground.

"With doubting steps and hearts saddened by the sight of such terrible havoc, we took our way to the cave, . . . The entrance had disappeared. . . . Every evidence of the existence of the cave had been obliterated, and we returned to our boat as poor as we came."

Marooning, or leaving their victims on desert islands, was a favorite device of the West Indian buccaneers of the seventeenth century, but the only instance on record of this having been done by the later pirates was the case of Capt. Lincoln, whose experience was so interesting that it has been thought worth while to quote it in full from the old and rare volume, "Life on the Ocean Wave", in which it was originally published :

## NARRATIVE OF CAPTAIN LINCOLN,

*Who was taken by the Pirates, off Cape Cruz, Dec. 17, 1821, and subsequently left, with his crew, to perish on a desolate island.*

“I have reluctantly yielded to the urgent solicitations of friends, to give a short narrative of the capture, sufferings and escape of myself and crew, after having been taken by a piratical schooner, called the Mexican, December, 1821. The peculiar circumstances attending our situation gave us ample opportunity for learning the character of those cruisers which have lately infested our southern coasts, destroying the lives and plundering the property of so many peaceable traders. If this narrative should effect any good, or urge our government to still more vigorous measures for the protection of our commerce, my object will be attained.

“I sailed from Boston, bound for Trinidad, in the Island of Cuba, on the 13th of November, 1821, in the schooner Exertion, burden one hundred and seven tons, owned by Messrs. Joseph Ballister and Henry Farnam, with a crew consisting of the following persons:

Joshua Bracket,	mate,	Bristol
David Warren,	cook,	Saco
Thomas Goodall,	seaman,	Baltimore
Thomas Young,	“	Orangetown
Francis de Suze,	“	St. John’s
George Reed,	“	Greenock, Scotland

“The cargo consisted of flour, beef, pork, lard, butter, fish, beans, onions, potatoes, apples, ham, furniture, sugar box shooks, &c., invoiced at about eight thousand dollars. Nothing remarkable occurred during the passage, except much bad weather, until my capture, which was as follows :

“Monday, December 17th, 1821,—commenced with fine breezes from the eastward. At daybreak saw some of the islands northward of Cape Cruz, called keys—stood along northwest; everything now seemed favorable for a happy termination of our voyage. At three o’clock P. M. saw a sail coming round the Keys, into a channel called







“THE HORRID MASSACRE OF THE UNFORTUNATE CREW OF THE SLOOP “ELIZA ANN,” BY PIRATES.  
MARCH, 1825.

From a broadside in the collection of F. B. C. Bradlee.

Boca de Cavolone by the chart, nearly in latitude 20.55 north, longitude 79.55 west; she made directly for us, with all sail set, sweeps on both sides (the wind being light), and was soon near enough for us to discover about forty men on her deck, armed with muskets, blunderbusses, cutlasses, long knives, dirks, two carronades, one a twelve, the other a six-pounder; she was a schooner, wearing the Patriot flag (blue, white and blue) of the Republic of Mexico. I thought it not prudent to resist them, should they be pirates, with a crew of seven men, and only five muskets; accordingly ordered the arms and ammunition to be immediately stowed away in as secret a place as possible, and suffer her to speak us, hoping and believing that a republican flag indicated both honor and friendship from those who wore it, and which we might expect even from Spaniards. But how great was my astonishment when the schooner, having approached very near us, hailed in English, and ordered me to heave my boat out immediately and come on board of her with my papers. Accordingly my boat was hove out, but filled before I could get into her. I was then ordered to tack ship and lay by for the pirate's boat to board me; which was done by Bolidar, their first lieutenant, with six or eight Spaniards, armed with as many of the before mentioned weapons as they could well sling about their bodies. They drove me into the boat, and two of them rowed me to their privateer (as they called their vessel), where I shook hands with her commander, Captain Jonnia, a Spaniard, who, before looking at my papers, ordered Bolidar, his lieutenant, to follow the Mexican in, back of the Key they had left, which was done. At 6 o'clock P. M. the Exertion was anchored in eleven feet of water, near their vessel and an island, which they called Twelve League Key (called by the chart Key Largo), about thirty or thirty-five leagues from Trinidad. After this strange conduct they began examining my papers by a Scotchman who went by the name of Nickola, their sailing master. He spoke good English, had a countenance rather pleasing, although his beard and mustachios had a frightful appearance—his face, apparently full of anxiety, indicated something in my favor; he gave me my papers, saying,

'take good care of them, for I am afraid that you have fallen into bad hands.' The pirate's boat was then sent to the *Exertion* with more men and arms; a part of them left on board her, the rest returning with three of my crew to their vessel, viz., Thomas Young, Thomas Goodall, and George Reed. They treated them with something to drink, and offered them equal shares with themselves and some money if they would enlist, but they could not prevail on them. I then requested permission to go on board my vessel, which was granted, and further requested Nickola should go with me, but was refused by the captain, who vociferated in a harsh manner, 'No, No, No,' accompanied with a heavy stamp upon the deck. When I got on board I was invited below by Bolidar, where I found they had emptied the case of liquors and broken a cheese to pieces and crumbled it on the table and cabin floor; the pirates, elated with their prize (as they called it), had drunk so much as to make them desperately abusive. I was permitted to lie down in my berth; but, reader, if you have ever been awakened by a gang of armed desperadoes, who have taken possession of your habitation in the midnight hour, you can imagine my feelings. Sleep was a stranger to me, and anxiety was my guest. Bolidar, however, pretended friendship, and flattered me with the prospect of being soon set at liberty. But I found him, as I suspected, a consummate hypocrite; indeed, his very looks indicated it. He was a stout and well-built man, of a dark, swarthy complexion, with keen, ferocious eyes, huge whiskers, and beard under his chin and on his lips four or five inches long; he was a Portuguese by birth, but had become a naturalized Frenchman—had a wife, if not children (as I was told) in France, and was well known there as commander of a first-rate privateer. His appearance was truly terrific; he could talk some in English, and had a most lion-like voice.

"Tuesday, 18th—Early this morning the captain of the pirates came on board the *Exertion*, took a look at the cabin stores and cargo in the state rooms, and then ordered me back with him to his vessel, where he, with his crew, held a consultation for some time respecting the cargo. After which the interpreter, Nickola, told me that 'the



captain had or pretended to have a commission under General Traspelascus, commander-in-chief of the republic of Mexico, authorizing him to take all cargoes whatever of provisions bound to any Spanish royalist port—that my cargo, being bound to an enemy's port, must be condemned, but that the vessel should be given up and put into a fair channel for Trinidad, where I was bound.' I requested him to examine the papers thoroughly, and perhaps he would be convinced to the contrary, and told him my cargo was all American property taken in at Boston and consigned to an American gentleman agent at Trinidad. But the captain would not take this trouble, but ordered both vessels under way immediately, and commenced beating up amongst the Keys through most of the day, the wind being very light. They now sent their boats on board the *Exertion* for stores, and commenced plundering her of bread, butter, lard, onions, potatoes, fish, beans, &c., took up some sugar box shooks that were on deck, and found the barrels of apples, selected the best of them, and threw the rest of them overboard. They inquired for spirits, wine, cider, &c., and were told 'they had already taken all that was on board.' But not satisfied, they proceeded to search the state rooms and fore-castle, ripped up the floor of the latter, and found some boxes of bottled cider, which they carried to their vessel, gave three cheers in an exulting manner to me, and then began drinking it with such freedom that a violent quarrel arose between officers and men, which came very near ending in bloodshed. I was accused of falsehood, for saying they had already got all the liquors that were on board, and I thought they had; the truth was, I never had any bill of lading of the cider, and consequently had no recollection of its being on board; yet it served them as an excuse for being insolent. In the evening peace was restored and they sung songs. I was suffered to go below for the night, and they placed a guard over me, stationed at the companion way.

Wednesday, 19th, commenced with moderate easterly winds, beating towards the northeast, the pirate's boats frequently going on board the *Exertion* for potatoes, fish, beans, butter, &c., which were used with great waste and

extravagance. They gave me food and drink, but of bad quality, more particularly the victuals, which were wretchedly cooked. The place assigned me to eat was covered with dirt and vermin. It appeared that their great object was to hurt my feelings with threats and observations, and to make my situation as unpleasant as circumstances would admit. We came to anchor near a Key, called by them Brigantine, where myself and mate were permitted to go on shore, but were guarded by several armed pirates. I soon returned to the Mexican and my mate to the Exertion, with George Reed, one of my crew, the other two being kept on board the Mexican. In the course of this day I had considerable conversation with Nickola, who appeared well disposed towards me. He lamented most deeply his own situation, for he was one of those men whose early good impressions were not entirely effaced, although confederated with guilt. He told me, 'those who had taken me were no better than pirates, and their end would be the halter; but,' he added, with peculiar emotion, 'I will never be hung as a pirate,' showing me a bottle of laudanum which he had found in my medicine chest, saying, 'if we are taken that shall cheat the hangman before we are condemned.' I endeavored to get it from him, but did not succeed. I then asked him how he came to be in such company, as he appeared to be dissatisfied. He stated 'that he was at New Orleans last summer, out of employment, and became acquainted with one Captain August Orgamar, a Frenchman, who had bought a small schooner of about fifteen tons, and was going down to the bay of Mexico to get a commission under General Traspelascus, in order to go a privateering under the patriot flag. Captain Orgamar made him liberal offers respecting shares, and promised him a sailing master's berth, which he accepted and embarked on board the schooner, without sufficiently reflecting on the danger of such an undertaking. Soon after she sailed from Mexico, where they got a commission, and the vessel was called Mexican. They made up a complement of twenty men, and after rendering the General some little service in transporting his troops to a place called —, proceeded on a cruise; took some small prizes



off Campeachy; afterwards came on the south coast of Cuba, where they took other small prizes and the one which we were now on board of. By this time the crew was increased to about forty, nearly one-half Spaniards, the others Frenchmen and Portuguese. Several of them had sailed out of ports in the United States, with American protections; but, I confidently believe, none are natives, especially of the northern states.\* I was careful in examining the men, being desirous of knowing if any of my countrymen were among the wretched crew, but am satisfied there were none, and my Scotch friend concurred in the opinion. And now, with a new vessel, which was the prize of these plunderers, they sailed up Manganeil Bay; previously, however, they fell in with an American schooner, from which they bought four barrels of beef, and paid in tobacco. At the Bay was an English brig belonging to Jamaica, owned by Mr. John Loudon of that place. On board of this vessel the Spanish part of the crew commenced their depredations as pirates, although Captain Orgamar and Nickola protested against it and refused any participation; but they persisted, and like so many ferocious bloodhounds, boarded the brig, plundered the cabin stores, furniture, captain's trunk, &c., took a hogshead of rum, one twelve-pound carronade, some rigging and sails. One of them plundered the chest of a sailor, who made some resistance, so that the Spaniard took his cutlass and beat and wounded him without mercy. Nickola asked him 'why he did it?' the fellow answered, 'I will let you know,' and took up the cook's axe and gave him a cut on the head, which nearly deprived him of life.† Then they ordered Captain Orgamar to leave his vessel, allowing him his trunk, and turned him ashore to seek for himself. Nickola begged them to dismiss him with his captain, but no, no, was the answer, for they had no complete navigator but him. After Captain

\*The Spaniards at Havana have been in the habit of saying to those who arrive there, after suffering the horrid abuse of cutting, beating, hanging, robbing, &c., "it is your countrymen that do this."

†He showed me the wound, which was quite large and not then healed.

Orgamar was gone, they put in his stead the present brave (or as I should call him cowardly) Captain Jonnia, who headed them in plundering the before mentioned brig, and made Bolidar their first lieutenant, and then proceeded down among those Keys or islands where I was captured. This is the amount of what my friend Nickola told me of their history.

Thursday, 20th, continued beating up, wind being light; the pirate's boats were sent to the Exertion for more stores, such as bread, lard, &c. I this day discovered on board the Mexican three black girls, of whom it is well to say no more. It is impossible to give an account of the filthiness of this crew, and were it possible it would not be expedient. In their appearance they were terrific, wearing black whiskers and long beards, the receptacles of dirt and vermin. They used continually the most profane language; had frequent quarrels, and so great was their love of gambling that the captain would play cards with the meanest man on board. All these things rendered them to me objects of total disgust (with a few exceptions, as will hereafter appear). I was told they had a stabbing match, but a few days before I was taken, and one man came near being killed; they put him ashore at a fisherman's hut and there left him to perish. I saw the wound of another, who had his nose split open.

Friday, 21st—After laying at anchor through the night in ten fathoms water, made sail and stood to the eastward—by this time I was out of my reckoning, having no quadrant, chart, or books. The pirate's boats were again sent for stores. The captain for the second time demanded of me where my wine, brandy, &c., were. I again told him they had already got the whole. They took the deep sea line and some cordage from the Exertion, and at night came to anchor.

Saturday, 22d—Both vessels under way standing to the eastward; they ran the Exertion aground on a bar, but after throwing overboard most of her deckload of shooks, she floated off; a pilot was sent to her and she was run into a narrow creek between two keys, where they moored her head and stern alongside the mangrove trees, sent down her yards and topmasts, and covered her

mastheads and shrouds with bushes to prevent her being seen by vessels which might pass that way. I was then suffered to go on board my own vessel, and found her in a very filthy condition; sails torn, rigging cut to pieces, and everything in the cabin in waste and confusion. The swarms of moschetoës and sand-flies made it impossible to get any sleep or rest. The pirate's large boat was armed and manned under Bolidar, and sent off with letters to a merchant (as they called him) by the name of Dominico, residing in a town called Principe, on the main island of Cuba. I was told by one of them who could speak English that Principe was a very large and populous town, situated at the head of St. Maria, which was about twenty miles northeast from where we lay, and the Keys lying around us were called Cotton Keys. The captain pressed into his service Francis de Suze, one of my crew, saying he was one of his countrymen. Francis was very reluctant in going, and said to me, with tears in his eyes, 'I shall do nothing only what I am obliged to do, and will not aid in the least to hurt you or the vessel; I am very sorry to leave you.' He was immediately put on duty and Thomas Goodall sent back to the Exertion.

"Sunday, 23d.—Early this morning a large number of the pirates came on board of the Exertion, threw out the long boat, broke open the hatches and took out considerable of the cargo, in search of rum, gin, &c., still telling me 'I had some and that they would find it,' uttering the most awful profaneness. In the afternoon the boat returned with a perough,\* having on board the captain, his first lieutenant, and seven men of a patriot or piratical vessel that was chased ashore at Cape Cruz by a Spanish armed brig. These seven men made their escape in said boat, and after four days, found our pirates and joined them, the remainder of the crew being killed or taken prisoners.

"Monday, 24th.—Their boat was manned and sent to the before mentioned town. I was informed by a line from Nickola that the pirates had a man on board, a native of Principe, who, in the garb of a sailor, was a partner

\*A boat built of two halves of a large tree, hollowed out and so put together as to carry about thirty barrels.

with Dominico, but I could not get sight of him. This lets us a little into the plans by which this atrocious system of piracy has been carried on. Merchants having partners on board of these pirates! thus pirates at sea and robbers on land are associated to destroy the peaceable trader.

“The willingness exhibited by the seven above-mentioned men to join our gang of pirates seemed to look like a general understanding among them; and from there being merchants on shore so base as to encourage the plunder and vend the goods, I am persuaded there has been a systematic confederacy on the part of these unprincipled desperadoes, under cover of the patriot flag, and those on land are no better than those on the sea. If the governments to whom they belong know of the atrocities committed (and I have but little doubt they do), they deserve the execration of all mankind.

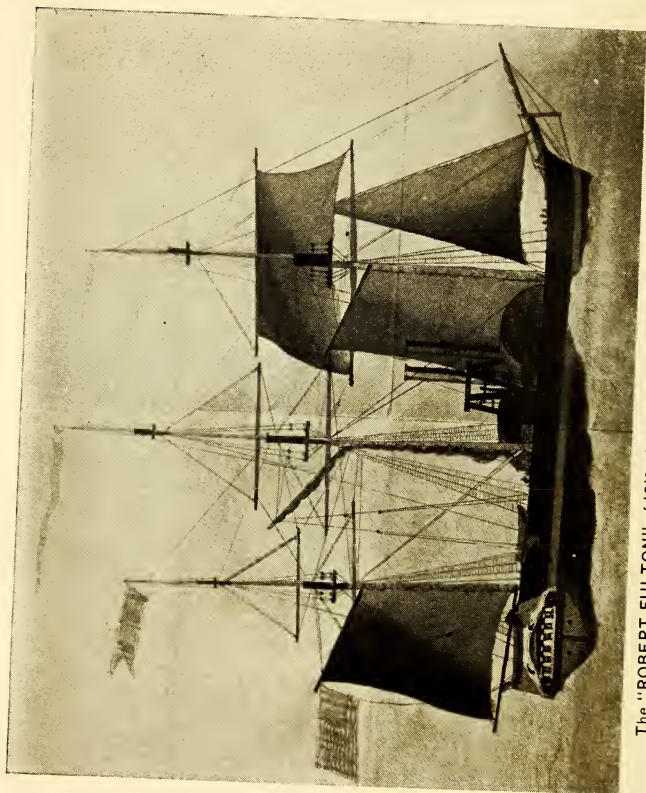
“Tuesday, 25th.—Still on board the *Exertion*—weather very calm and warm. The pirate’s boat returned from St. Maria, and came for candles, cheese, potatoes, &c., they saying they must have them, and forbid my keeping any light on board at night—took a case of trunks for the captain’s use, and departed. Their irritating conduct at this time can hardly be imagined.

“Wednesday, 26th.—I was told by Bolidar that three Spanish cruisers were in search of them, that they could fight two of them at once (which, by the way, I believe was not true), and were disappointed in not finding them. Same evening they took both of my boats, and their own men, towed their vessel out of the creek, and anchored at its mouth to get rid of sand-flies, while they obliged us to stay on deck under an awning, exposed to all the violence of these flies; we relieved ourselves in some measure by the burning of tobacco, which lasted but for a short time.

“Thursday, 27th.—A gang of the pirates came and stripped our masts of the green bushes, saying, ‘she appeared more like a sail than trees’—took one barrel of bread and one of potatoes, using about one of each every day. I understood they were waiting for boats to take the cargo, for the principal merchant had gone to Trinidad.







The "ROBERT FULTON" of 1819, the second ocean steamer of the United States.  
From the original painting owned by F. B. C. Bradlee.

“Friday, 28th.—Nothing remarkable occurred this day—were frequently called upon for tar and butter, and junk to make oakum. Capt. Jonnia brought on board with his new captain and officer before mentioned. Again they asked for wine, and were told as before they had gotten the whole.

“Saturday, 29th.—Same insulting conduct continued. Took a barrel of crackers.

“Sunday, 30th.—The beginning of trouble! this day, which peculiarly reminds Christians of the high duties of compassion and benevolence, was never observed by these pirates. This, of course, we might expect, as they did not often know when the day came, and if they knew it it was spent in gambling. The old saying among seamen, ‘no Sunday off soundings,’ was not thought of, and even this poor plea was not theirs, for they were on soundings and often at anchor. Early this morning the merchant, as they called him, came with a large boat for the cargo. I was immediately ordered into the boat with my crew, not allowed any breakfast, and carried about three miles to a small island out of sight of the *Exertion*, and left there by the side of a little pond of thick, muddy water, which proved to be very brackish, with nothing to eat but a few biscuit. One of the boat’s men told us the merchant was afraid of being recognized, and when he had gone the boat would return for us, but we had great reason to apprehend they would deceive us, and therefore passed the day in the utmost anxiety. At night, however, the boats came and took us again on board the *Exertion*, when, to our surprise and astonishment, we found they had broken open the trunks and chests and taken all our wearing apparel, not even leaving a shirt or pair of pantaloons, not sparing a small miniature of my wife which was in my trunk. The little money I and my mate had, with some belonging to the owners, my mate had previously distributed about the cabin in three or four parcels, while I was on board the pirate, for we dare not keep it about us; one parcel in a butter pot they did not discover. Amidst the hurry with which I was obliged to leave my vessel to go to the before-mentioned island, I fortunately snatched my vessel’s papers and hid them in

my bosom, which the reader will find was a happy circumstance for me. My writing desk, with papers, accounts, &c., all Mr. Lord's letters (the gentleman to whom my cargo was consigned), and several others, were taken and maliciously destroyed. My medicine chest, which I so much wanted, was kept for their own use. What their motive could be to take my papers I could not imagine, except they had hopes of finding bills of lading for some Spaniards, to clear them of piracy. Mr. Bracket had some notes and papers of consequence to him, which shared the same fate. My quadrant, charts, books, and some bedding, were not yet taken, but I found it impossible to hide them, and they were soon gone from my sight.

"Monday, 31st.—We complained to them, expressing the necessity of having clothes to cover us, but as well might we have appealed to the winds, and rather better, for they would not have upbraided us in return. The captain, however, sent word he would see to it, and ordered their clothes-bags to be searched, where he found some of our things, but took good care to put them into his own cabin. I urgently requested him to give me the miniature, but 'no' was all I could get.

"Tuesday, January 1st, 1822.—A sad new year's day to me. Before breakfast orders came for me to cut down the *Exertion's* railing and bulwarks on one side, for their vessel to heave out by and clean her bottom. On my hesitating a little, they observed with anger, 'Very well, captain, suppose you no do it quick, we do it for you.' Directly afterwards another boat, full of armed men, came alongside; they jumped on deck with swords drawn and ordered all of us into her immediately. I stepped below, in hopes of getting something which would be of service to us, but the captain hallooed, 'go in the boat directly or I will fire upon you.' Thus compelled to obey, we were carried, together with four Spanish prisoners, to a small, low island or key of sand in the shape of a half moon, and partly covered with mangrove trees, which was about one mile from and in sight of my vessel. There they left nine of us, with a little bread, flour, fish, lard, a little coffee and molasses, two or three kegs of water, which

was brackish, an old sail for a covering, and a pot and some other small articles no way fit to cook in. Leaving us these, which were much less than they appear in the enumeration, they pushed off, saying, 'we will come to see you in a day or two.' Selecting the best place, we spread the old sail for an awning, but no place was free from flies, muschetoës, snakes, the venomous santipee. Sometimes they were found crawling inside of our pantaloons, but fortunately no injury was received. This afternoon the pirates hove their vessel out by the *Exertion* and cleaned one side, using her paints, oils, &c., for that purpose. To see my vessel in that situation and to think of our prospects was a source of the deepest distress. At night we retired to our tent, but having nothing but the cold damp ground for a bed, and the heavy dew of the night penetrating the old canvass—the situation of the island being fifty miles from the usual track of friendly vessels, and one hundred and thirty-five from Trinidad—seeing my owner's property so unjustly and wantonly destroyed—considering my condition, the hands at whose mercy I was, and deprived of all hopes, rendered sleep or rest a stranger to me.

"Wednesday, 2d.—The pirates hove out and cleaned the other side. She then commenced loading with the *Exertion's* cargo, which appeared to be flour and lard. In the afternoon their boat came and took two of the Spaniards with them to another island for water, and soon after returned with four kegs of poor, unwholesome water, and left us, saying they should not bring us provisions again for some time, as they were going away with goods from the prize, to be gone two or three days. Accordingly they brought a present supply of beef, pork, and a few potatoes, with some bedding for myself and mate. The mangrove wood afforded us a good fire, as one of the Spanish prisoners happened to have fireworks, and others had tobacco and paper with which we made cigars. About this time one of my men began to be unwell; his legs and body swelled considerably, but having no medicine I could not do much to relieve him.

"Thursday, 3d.—The pirates had dropped off from the *Exertion*, but kept their boats employed in bringing the



cargo from her; I supposed it to be kegs of lard to make stowage. They then got under way with a perough in tow, both deeply laden, run out of the harbor, hauled on the wind to the eastward till out of sight behind the Keys, leaving a guard on board the Exertion.

“Friday, 4th.—Commenced with light wind and hot sun; saw a boat coming from the Exertion, apparently loaded; she passed between two small Keys to the northward, supposed to be bound for Cuba. At sunset a boat came and inquired if we wanted anything, but instead of adding to our provisions, took away our molasses, and pushed off. We found one of the Exertion’s water casks and several pieces of plank, which we carefully laid up, in hopes of getting enough to make a raft.

“Saturday, 5th.—Pirates again in sight coming from the eastward; they beat up alongside their prize and commenced loading. In the afternoon Nickola came to us, bringing with him two more prisoners, which they had taken in a small sailboat coming from Trinidad to Manganeil, one a Frenchman, the other a Scotchman, with two Spaniards, who remained on board the pirate, and who afterwards joined them. The back of one of these poor fellows was extremely sore, having just suffered a cruel beating from Bolidar with the broad side of a cutlass. It appeared that when the officer asked him ‘where their money was and how much,’ he answered, ‘he was not certain, but believed they had only two ounces of gold.’ Bolidar furiously swore, he said ‘ten’, and not finding any more, gave him the beating. Nickola now related to me a singular fact, which was, that the Spanish part of the crew were determined to shoot him; that they tied him to the mast, and the man was appointed for the purpose, but Lyon, a Frenchman, his particular friend, stepped up and told them if they shot him, they must shoot several more; some of the Spaniards sided with him, and he was released. Nickola told me the reason for such treatment was that he continually objected to their conduct towards me, and their opinion was if he should escape they would be discovered, as he declared he would take no prize money. While with us he gave me a letter, written in



great haste, which contains some particulars respecting the cargo, as follows :

“January 4th, 1822.

“Sir—We arrived here this morning, and before we came to anchor had five canoes alongside ready to take your cargo, part of which we had in ; and as I heard you express a wish to know what they took out of her, to this moment, you may depend on this account of Jamieson\* for quality and quantity ; if I have the same opportunity you will have an account of the whole. The villian who bought your cargo is from the town of Principe, his name is Dominico, as to that it is all I can learn ; they have taken your charts on board the Mexican, and I suppose mean to keep them, as the other captain has agreed to act the same infamous part in the tragedy of his life. Your clothes are here on board, but do not let me flatter you that you will get them back ; it may be so, and it may not. Perhaps in your old age, when you recline with ease in a corner of your cottage, you will have the goodness to drop a tear of pleasure to the memory of him whose highest ambition should have been to subscribe himself, though devoted to the gallows, your friend,

“NICKOLA MONACRE.

“Excuse haste.

“P. S. Your answer in writing when I come again.

“Sunday, 6th.—The pirates were under way at sunrise, with a full load of the Exertion’s cargo, going to Principe again to sell a second freight, which was done readily for cash. I afterwards heard that the flour brought only five dollars per barrel, when it was worth at Trinidad thirteen, so that the villain who bought my cargo at Principe made very large profits by it.

“Monday, 7th.—The pirates brought more water, but being very brackish, it was unfit for use. We were now greatly alarmed at Thomas’ ill health, being suddenly attacked with a pain in the head and swelling of the right eye, attended with derangement. He, however, soon became better, but his eye remained swollen several days,

\*This is the real name of Nickola.

without much pain. In the evening we had some heavy showers of rain, and having no secure cabin, no sheltered retreat, our exposure made us pass a very uncomfortable night.

“Tuesday, 8th.—Early this morning the pirates in sight again, with fore-topsail and top gallant sail set; beat up alongside of the *Exertion* and commenced loading, having, as I supposed, sold and discharged her last freight among the inhabitants of Cuba. They appeared to load in great haste, and the song ‘O he ho,’ which echoed from one vessel to the other, was distinctly heard by us. How wounding was this to me! How different was this sound from what it would have been had I been permitted to pass unmolested by these lawless plunderers, had been favored with a safe arrival at the port of my destination, where my cargo would have found an excellent sale. Then would the ‘O he ho’ on its discharging have been a delightful sound to me. In the afternoon she sailed with the perough in tow, both with a full load, having chairs, which was a part of the cargo, slung at her quarters.

“Wednesday, 9th.—Very calm and warm. The swarms of moschetoës and flies made us pass a very uncomfortable day. We dug in the sand for water, but were disappointed in finding none so good as they left us. In walking round among the bushes, I accidentally discovered a hole in the sand and saw something run into it; curiosity led me to dig about it. With the help of Mr. Bracket, I found at the distance of seven feet from its mouth and one from the surface, a large solitary rat, apparently several years old; he had collected a large nest of grass and leaves, but there was not the least appearance of any other being on the island.

“Thursday, 10th.—No pirates in sight. The day was passed in anxious suspense, David Warren being quite sick.

“Friday, 11th. They came and hauled alongside of the *Exertion*, but I think took out none of her cargo, but had, as I supposed, a vendue on board, wherein was sold among themselves all our books, clothing, quadrants, charts, spyglasses, and everything belonging to us and our fellow-prisoners. I was afterwards told they brought a

good price, but what they could want of the Bible, Prayer Book, and many other books in English, was matter of astonishment to me.

“Saturday, 12th.—They remained alongside the Exertion; took the paints, oil, brushes, &c., and gave their vessel a new coat of paint all around, and a white boot top, took the perough to another key and caulked her; there was no appearance of their taking any cargo out; the Exertion, however, appeared considerably high out of water. About sunset the pirates went out of the harbor on a cruise. Here we had been staying day after day, and exposed night after night; apprehensions for our safety were much increased; what was to become of us seemed now to rush into every one’s mind.

“Sunday, 13th.—Deprived of our good books, deprived in fact of everything save life, and our ideas respecting our fate so gloomy, all tended to render time, especially the Lord’s day, burdensome to all. In the afternoon a boat came for cargo, from, as I supposed, that villain Dominico.

“Monday, 14th.—They again hove in sight, as usual, alongside their prize. While passing our solitary island they laughed at our misery, which was almost insupportable—looking upon us as though we had committed some heinous crime, and they had not sufficiently punished us; they hallooed to us, crying out, ‘Captain, Captain,’ accompanied with obscene motions and words, with which I shall not blacken these pages; yet I heard no check upon such conduct, nor could I expect it among such a gang, who have no idea of subordination on board, except when in chase of vessels, and even then but very little. My resentment was excited at such a malicious outrage, and I felt a disposition to revenge myself, should fortune ever favor me with an opportunity. It was beyond human nature not to feel and express some indignation at such treatment. Soon after, Bolidar, with five men, well armed, came to us, he having a blunderbuss, cutlass, a long knife and pair of pistols; but for what purpose did he come? He took me by the hand, saying, ‘Captain, me speak with you, walk this way.’ I obeyed, and when we were at some distance from my fellow-prisoners (his men

following), he said, 'the captain send me for your wash.' I pretended not to understand what he meant and replied, 'I have no clothes, nor any soap to wash with—you have taken them all'—for I had kept my watch about me, hoping they would not discover it. He demanded it again as before, and was answered, 'I have nothing to wash.' This raised his anger, and, lifting his blunderbuss, he roared out, 'What the d—l you call him that make clock, give it me.' I considered it imprudent to contend any longer and submitted to his unlawful demand. As he was going off he gave me a small bundle, in which was a pair of linen drawers, sent to me by Nickola, and also the Rev. Mr. Brooks' 'Family Prayer Book.' This gave me great satisfaction. Soon after he returned with his captain, who had one arm slung up, yet with as many implements of war as his diminutive wicked self could conveniently carry; he told me (through an interpreter who was a prisoner) 'that on his cruise he had fallen in with two Spanish privateers and beat them off, but had three of his men killed and himself wounded in the arm.' Bolidar turned to me and said, 'It is a d—n lie,' which words proved to be correct, for his arm was not wounded, and when I saw him again, which was soon afterwards, he forgot to sling it up. He further told me, 'after to-morrow you shall go with your vessel and we will accompany you towards Trinidad.' This gave me some new hopes, and why I could not tell. They then left us, without rendering any assistance. This night we got some rest.

"Tuesday, 15th.—The words 'go after to-morrow' were used among our Spanish fellow-prisoners as though that happy to-morrow would never come; in what manner it came will soon be noticed.

"Wednesday, 16th.—One of their boats came to inquire if we had seen a boat pass by last night, for their small sloop sailboat was gone and two men deserted. I told them 'no'; at heart I could not but rejoice at the escape and approve the deserters. I said nothing, however, to the pirates. On their return they manned three of their boats and sent them in different directions to search, but at night came back without finding boat or







SPANISH SAILOR ABOUT 1820

From a lithograph in the collection of F. B. C. Bradlee



UNIFORMS OF U. S. NAVY ABOUT 1820

From a lithograph in the collection of F. B. C. Bradlee.

men. They now took our old sail, which hitherto had somewhat sheltered us, to make, as I supposed, some small sail for their vessel. This rendered our night more uncomfortable than before, for in those islands the night dews are very heavy.

“Thursday, 17th, was passed with great impatience. The *Exertion* having been unmoored and swung to her anchor, gave some hopes of being restored to her, but was disappointed.

“Friday, 18th, commenced with brighter prospects of liberty than ever—the pirates were employed in setting up our devoted schooner’s shrouds, stays, &c. My condition now reminded me of the hungry man, chained in one corner of the room, while at another part was a table loaded with delicious foods and fruits, the smell and sight of which he was continually to experience, but, alas! his chains were never to be loosed that he might go and partake. At almost the same moment they were thus employed the axe was applied with the greatest dexterity to both her masts, and I saw them fall over the side! Here fell my hopes—I looked at my condition, and then thought of home. Our Spanish fellow-prisoners were so disappointed and alarmed that they recommended hiding ourselves, if possible, among the mangrove trees, believing, as they said, we should now certainly be put to death; or, what was worse, compelled to serve on board the Mexican as pirates. Little else, it is true, seemed left for us; however, we kept a bright lookout for them during the day, and at night ‘an anchor watch,’ as we called it, determined, if we discovered their boats coming towards us, to adopt the plan of hiding, although starvation stared us in the face, yet preferred that to instant death. This night was passed with sufficient anxiety. I took the first watch.

“Saturday, 19th.—The pirate’s large boat came for us. It being daylight, and supposing they could see us, determined to stand our ground and wait the result. They ordered us all into the boat, but left everything else; they rowed towards the *Exertion*. I noticed a dejection of spirits in one of the pirates, and inquired of him where they were going to carry us. He shook his head and re-

plied, 'I do not know.' I now had some hopes of visiting my vessel again, but the pirates made sail, run down, took us in tow and stood out of the harbor. Bolidar afterwards took me, my mate, and two of my men on board and gave us some coffee. On examination I found they had several additional light sails, made of the Exertion's. Almost every man a pair of canvass trousers, and my colors cut up and made into belts to carry their money. My jolly boat was on deck, and I was informed all my rigging was disposed of. Several of the pirates had on some of my clothes, and the captain one of my best shirts, a cleaner one than I had ever seen him have on before. He kept at good distance from me, and forbid my friend Nickola's speaking to me. I saw from the companion way in the captain's cabin my quadrant, spyglass, and other things which belonged to us, and observed by the compass that the course steered was about west by south, distance nearly twenty miles, which brought them up with a cluster of islands called by some 'Cayman Keys.' Here they anchored and caught some fish (one of which was named guard fish), of which we had a taste. I observed that my friend Mr. Bracket was somewhat dejected, and asked him in a low tone of voice what his opinion was in respect to our fate. He answered, 'I cannot tell, but it appears to me the worst is to come.' I told him that I hoped not, but thought they would give us our small boat and liberate the prisoners. But mercy even in this shape was not left for us. Soon after, saw the captain and officers whispering for some time in private conference. When over, their boat was manned, under the command of Bolidar, and went to one of those Islands or Keys before mentioned.\* On their return another conference took place, — whether it was a jury upon our lives we could not tell — I did not think conscience could be entirely extinguished in the human breast, or that men could become fiends. In the afternoon, while we knew not the doom which had been fixed for us, the captain was engaged with several of

\*This Key was full of mangrove trees, whose tops turn down and take root, forming a kind of umbrella. The tide at high water flows two feet deep under them; it is therefore impossible for human beings to live long among them, even with food and water.

his men in gambling, in hopes to get back some of the five hundred dollars they said he lost but a few nights before, which had made him unusually fractious. A little before sunset he ordered us all into the large boat, with a supply of provisions and water, and to be put on shore. While we were getting into her, one of my fellow-prisoners, a Spaniard, attempted, with tears in his eyes, to speak to the captain, but was refused, with the answer, 'I'll have nothing to say to any prisoner, go into the boat.' In the meantime Nickola said to me, 'My friend, I will give you your book' (being Mr. Colman's Sermons), 'it is the only thing of yours that is in my possession, I dare not attempt anything more.' But the captain forbid his giving it to me, and I stepped into the boat. At that moment Nickola said in a low voice, 'never mind, I may see you again before I die.' The small boat was well armed and manned, and both set off together for the island, where they had agreed to leave us to perish! The scene to us was a funeral scene. There were no arms in the prisoners' boat, and, of course, all attempts to relieve ourselves would have been throwing our lives away, as Bolidar was near us, well armed. We were rowed about two miles northeasterly from the pirates to a small, low island, lonely and desolate. We arrived about sunset, and for the support of us eleven prisoners they only left a ten-gallon keg of water and perhaps a few quarts, in another small vessel, which was very poor; part of a barrel of flour, a small keg of lard, one ham and some salt fish, a small kettle and an old broken pot, an old sail for a covering, and a small blanket, which was thrown out as the boat hastened away. One of the prisoners happened to have a little coffee in his pocket, and these comprehended all our means of sustaining life, and for what length of time we knew not. We now felt the need of water, and our supply was comparatively nothing. A man may live twice as long without food as without water. Look at us now, my friends, left benighted on a little spot of sand in the midst of the ocean, far from the usual track of vessels, and every appearance of a violent thunder tempest and a boisterous night. Judge of my feelings, and the circumstances which our band of sufferers now witnessed. Per-



haps you can and have pitied us. I assure you we were very wretched, and to paint the scene is not within my power. When the boats were moving from the shore, on recovering myself a little, I asked Bolidar 'If he was going to leave us so?' He answered, 'No, only two days—we go for water and wood, then come back, take you.' I requested him to give us bread and other stores, for they had plenty in the boat, and at least one hundred barrels of flour in the Mexican. 'No, no, suppose to-morrow morning me come, me give you bread, and hurried off to their vessel. This was the last time I saw him. We then turned our attention upon finding a spot most convenient for our comfort, and soon discovered a little roof supported by stakes driven into the sand;\* it was thatched with the leaves of the cocoanut tree, a considerable part of which was torn or blown off. After spreading the old sail over this roof we placed our little stock of provisions under it. Soon after came on a heavy shower of rain, which penetrated the canvass and made it nearly as uncomfortable inside as it would have been out. We were not prepared to catch water, having nothing to put it in. Our next object was to get fire, and after gathering some of the driest fuel to be found, and having a small piece of cotton wick-yarn, with flint and steel, we kindled a fire, which was never afterwards suffered to be extinguished. The night was very dark, but we found a piece of old rope, which, when well lighted, served for a candle. On examining the ground under the roof, we found perhaps thousands of creeping insects, scorpions, lizards, crickets, &c. After scraping them out as well as we could, the most of us having nothing but the damp earth for a bed, laid ourselves down in hopes of some rest, but it being so wet, gave many of us severe colds, and one of the Spaniards was quite sick for several days.

Sunday, 20th.—As soon as daylight came on we proceeded to take a view of our little island, and found it to measure only one acre, of coarse, white sand, about two feet, and in some spots perhaps three feet, above the surface of the ocean. On the higher part were growing some

\*This was probably erected by the turtle men or fishers, who visit these islands in June for the purposes of their trade.



bushes and small mangroves (the dry part of which was our fuel) and the wild castor oil beans. We were greatly disappointed in not finding the latter suitable food; likewise some of the prickly pear bushes, which gave us only a few pears about the size of our small button pear; the outside has thorns, which if applied to the fingers or lips, will remain there and cause a severe smarting similar to the nettle; the inside a spongy substance full of juice and seeds, which are red and a little tartish. Had they been there in abundance, we should not have suffered so much for water—but alas! even this substitute was not for us. On the northerly side of the island was a hollow, where the tide penetrated the sand, leaving stagnant water. We presumed, in hurricanes the island was nearly overflowed. According to the best calculations I could make, we were about thirty-five miles from any part of Cuba, one hundred from Trinidad, and forty from the usual track of American vessels, or others which might pass that way. No vessel of any considerable size can safely pass among these Keys, or ‘Queen’s Gardens’ (as the Spaniards call them), being a large number extending from Cape Cruz to Trinidad, one hundred and fifty miles distance, and many more than the charts have laid down, most of them very low and some covered at high water, which makes it very dangerous for navigators without a skilful pilot. After taking this view of our condition, which was very gloomy, we began to suspect we were left on this desolate island by those merciless plunderers to perish. Of this I am now fully convinced; still we looked anxiously for the pirates’ boat to come according to promise with more water and provisions, but looked in vain. We saw them soon after get under way, with all sail set, and run directly from us until out of sight, and we never saw them again! One may partially imagine our feelings, but they cannot be put into words. Before they were entirely out of sight of us, we raised the white blanket upon a pole, waving it in the air, in hopes that at two miles’ distance they would see it and be moved to pity. But pity in such monsters was not to be found. It was not their interest to save us from the lingering death which we now saw before us. We tried to compose ourselves, trusting that

God, who had witnessed our sufferings, would yet make use of some one as the instrument of his mercy towards us. Our next care, now, was to try for water. We dug several holes in the sand and found it, but quite too salt for use. The tide penetrates probably through the island. We now came on short allowance for water. Having no means of securing what we had by lock and key, some one in the night would slyly drink, and it was soon gone. The next was to bake some bread, which we did by mixing flour with salt water and frying it in lard, allowing ourselves eight quite small pancakes to begin with. The ham was reserved for some more important occasion, and the salt fish was lost for want of fresh water. The remainder of this day was passed in the most serious conversation and reflection. At night I read prayers from the 'Prayer Book' before mentioned, which I most carefully concealed while last on board the pirates. This plan was pursued morning and evening during our stay there, then retired for rest and sleep, but realized little of either.

Monday, 21st.—In the morning we walked round the beach, in expectation of finding something useful. On our way picked up a paddle about three feet long, very similar to the Indian canoe paddle, except the handle, which was like that of a shovel, the top part being split off; we laid it aside for the present. We likewise found some konchs and roasted them; they were a pretty good shell fish, though rather tough. We discovered at low water a bar or spit of sand extending northeasterly from us, about three miles distant, to a cluster of Keys, which were covered with mangrove trees, perhaps as high as our quince tree. My friend Mr. Bracket and George attempted to wade across, being at that time of tide only up to their armpits; but were pursued by a shark and returned without success. The tide rises about four feet.

Tuesday, 22d.—We found several pieces of the palmetto or cabbage tree and some pieces of board, put them together in the form of a raft and endeavored to cross, but that proved ineffectual. Being disappointed, we sat down to reflect upon other means of relief, intending to do all in our power for our safety while our strength con-

tinued. While sitting here the sun was so powerful and oppressive, reflecting its rays upon the sea, which was then calm, and the white sand which dazzled the eye, was so painful that we retired under the awning; there the mosquitoes and flies were so numerous that good rest could not be found. We were, however, a little cheered, when, in scraping out the top of the ground to clear out, I may say, thousands of crickets and bugs, we found a hatchet, which was to us peculiarly serviceable. At night the strong northeasterly wind, which prevails there at all seasons, was so cold as to make it equally uncomfortable with the day. Thus day after day our sufferings and apprehensions multiplying, we were very generally alarmed.

Wednesday, 23d.—Early this morning one of our Spanish fellow-prisoners crossed the bar, having taken with him a pole sharpened at one end; this, he said, 'was to kill sharks,' but he saw none to trouble him. While he was gone we tried for water in several places, but still it was very salt; but not having any other, we drank it, and found it had a similar effect to that of glauber salts. We now concluded to reduce the allowance of bread, or rather pancakes, being too sensible that our little stock of provisions could last but a few days longer; we had not the faintest hope of any supplies before it would be too late to save life. Towards night the Spaniard returned, but almost famished for want of water and food. He reported that he found some plank on one of the islands (but they proved to be sugar-box shooks), which revived us a little, but no water. He said he had great difficulty to make his way through the mangrove trees, it being very swampy, so that we should not better ourselves by going there, although the key was rather larger than ours. This I understood through Joseph, the English prisoner, who could speak Spanish. After prayers, laid ourselves down upon our bed of sand, and being nearly exhausted, we obtained some sleep.

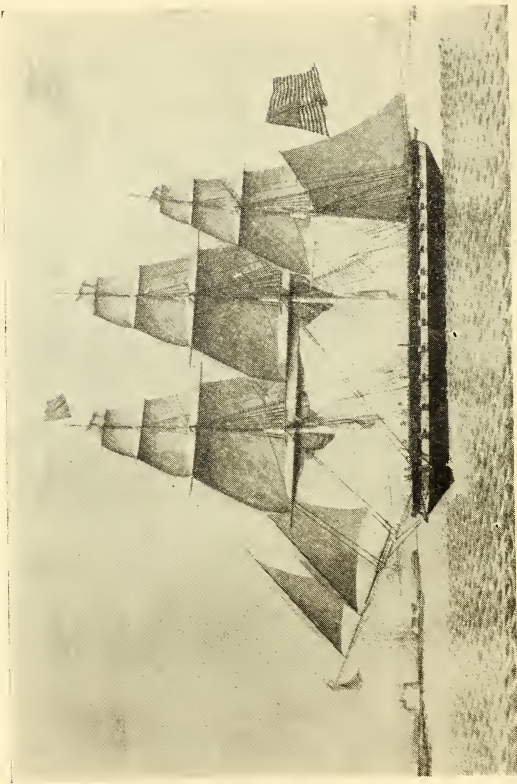
"Thursday, 24th.—This morning, after taking a little coffee, made of the water which we thought least salt, and two or three of the little cakes, we felt somewhat refreshed, and concluded to make another visit to those Keys in hopes of finding something more, which might make a

raft for us to escape the pirates and avoid perishing by thirst. Accordingly seven of us set off, wading across the bar, and searched all the Keys thereabouts. On one we found a number of sugar-box shooks, two lashing planks and some pieces of old spars, which were a part of the *Exertion's* deckload that was thrown overboard when she grounded on the bar, spoken of in the first part of the narrative. It seems they had drifted fifteen miles, and had accidentally lodged on these very Keys within our reach. Had the pirates known this they would undoubtedly have placed us in another direction. They no doubt thought that they could not put us on a worse place. The wind at this time was blowing so strong on shore as to prevent rafting our stuff round to our island, and we were obliged to haul it upon the beach for the present; then dug for water in the highest place, but found it as salt as ever, and then returned to our habitation. But hunger and thirst began to prey upon us, and our comforts were as few as our hopes.

“Friday, 25th.—Again passed over to those Keys to windward, in order to raft our stuff to our island, it being most convenient for building. But the surf on the beach was so very rough that we were again compelled to postpone it. Our courage, however, did not fail where there was the slightest hopes of life. Returning without it, we found on our way an old top timber of some vessel; it had several spikes in it, which we afterwards found very serviceable. In the hollow of an old tree we found two guarnas of small size, one male, the other female. One only was caught. After taking off the skin, we judged it weighed a pound and a half. With some flour and lard (the only things we had except salt water), it made us a fine little mess. We thought it a rare dish, though a small one for eleven half-starved persons. At the same time a small vessel hove in sight; we made a signal to her with the blanket tied to a pole and placed it on the highest tree—some took off their white clothes and waved them in the air, hoping they would come to us. Should they be pirates they could do no more than kill us, and perhaps would give us some water, for which we began to suffer most excessively; but, notwithstanding all our efforts, she took no notice of us.







U. S. SLOOP-OF-WAR "ONTARIO"

Painted at Port Mahon, Minorca.

From the painting in possession of the Peabody Museum.

“Saturday, 26th.—This day commenced with moderate weather and smooth sea; at low tide found some cockles, boiled and eat them, but they were very painful to the stomach. David Warren had a fit of strangling, with swelling of the bowels, but soon recovered, and said ‘something like salt rose in his throat and choked him.’ Most of us then set off for the Keys, where the plank and shooks were put together in a raft, which we with pieces of boards paddled over to our island; when we consulted the best plan, either to build a raft large enough for us all to go on, or a boat, but the shooks having three or four nails in each, and having a piece of large reed or bamboo, previously found, of which we made pins, concluded to make a boat.

“Sunday, 27th.—Commenced our labor, for which I know we need offer no apology. We took the two planks, which were about fourteen feet long and two and a half wide, and fixed them together for the bottom of the boat; then, with moulds made of palmetto bark, cut timber and knees from mangrove trees, which spread so much as to make the boat four feet wide at the top, placed them exactly the distance apart of an Havana sugar-box. Her stern was square, and the bows tapered to a peak, making her form resemble a flatiron. We proceeded thus far and retired to rest for the night; but Mr. Bracket was too unwell to get much sleep,

“Monday, 28th.—Went on with the work as fast as possible. Some of the Spaniards had long knives about them, which proved very useful in fitting timbers, and a gimlet of mine, accidentally found on board the pirates, enabled us to use the wooden pins. And now our spirits began to revive, though water, water, was continually on our minds. We now feared the pirates might possibly come, find out our plan, and put us to death (although before we had wished to see them, being so much in want of water). Our labor was extremely burdensome, and the Spaniards considerably peevish, but they would often say to me, ‘Never mind, captain, by and by Americana or Spanyol catch them, me go to see ’um hung.’ We quitted work for the day, cooked some cakes, but found it necessary to reduce the quantity again, however

small before. We found some herbs on a windward Key, which the Spaniards called Spanish tea. This, when well boiled, we found somewhat palatable, although the water was very salt. This herb resembles pennyroyal in look and taste, though not so pungent. In the evening, when we were sitting round the fire to keep off the mosquitoes, I observed David Warren's eyes shone like glass. The mate said to him, 'David, I think you will die before morning, I think you are struck with death now.' I thought so, too, and told him, I thought it most likely we should all die here soon, but 'as some one of us may survive to carry the tidings to our friends, if you have anything to say respecting your family, now is the time.' He then said, 'I have a mother in Saco where I belong; she is a second time a widow; to-morrow, if you can spare a scrap of paper and pencil, I will write something.' But no to-morrow came to him. In the course of the night he had another spell of strangling, and soon after expired, without much pain and without a groan. He was about twenty-six years old. How solemn was this scene to us! Here we beheld the ravages of death commenced upon us. More than one of us considered death a happy release. For myself I thought of my wife and children, and wished to live if God should so order it, though extreme thirst, hunger and exhaustion had well nigh prostrated my fondest hopes.

"Tuesday, 29th. Part of us recommenced labor on the boat, while myself and Mr. Bracket went and selected the highest clear spot of sand on the northern side of the island, where we dug Warren's grave and boxed it up with shooks, thinking it would be the most suitable spot for the rest of us; whose turn would come next we knew not. At about ten o'clock A. M. conveyed the corpse to the grave, followed by us survivors—a scene whose awful solemnity can never be painted. We stood around the grave, and there I read the funeral prayer from the Rev. Mr. Brooks' Family Prayer Book, and committed the body to the earth, covered it with some pieces of board and sand, and returned to our labor. One of the Spaniards, an old man named Manuel, who was partial to me and I to him, made a cross and placed it at the head of the grave, saying,

‘Jesus Christ hath him now.’ Although I did not believe in any mysterious influence of this cross, yet I was perfectly willing it should stand there. The middle part of the day being very warm, our mouths parched with thirst and our spirits so depressed, that we made but little progress during the remainder of this day, but in the evening were employed in picking oakum out of the bolt rope taken from the old sail.

“Wednesday, 30th. Returned to labor on the boat with as much vigor as our weak and debilitated state would admit, but it was a day of trial to us all, for the Spaniards and we Americans could not well understand each other’s plans, and they being naturally petulant, would not work, nor listen with patience for Joseph, our English fellow-prisoner, to explain our views; they would sometimes undo what they had done, and in a few minutes replace it again; however, before night we began to calk her seams, by means of pieces of hard mangrove, made in form of a calking-iron, and had the satisfaction of seeing her in a form something like a boat.

“Thursday, 31st.—Went on with the work, some at calking, others with battening the seams with strips of canvass and pieces of pine nailed over, to keep the oakum in. Having found a suitable pole for a mast, the rest went about making a sail from the one we had used for a covering, also fitting oars of short pieces of boards, in form of a paddle, tied on a pole, we having a piece of fishing line brought by one of the prisoners. Thus, at 3 P. M., the boat was completed and put afloat. We had all this time confidently hoped that she would be sufficiently large and strong to carry us all; we made a trial and were disappointed! This was indeed a severe trial, and the emotions it called up were not easy to be suppressed. She proved leaky, for we had no carpenter’s yard or smith’s shop to go to. And now the question was, ‘who should go and how many?’ I found it necessary for six, four to row and one to steer and one to bale. Three of the Spaniards and the Frenchmen claimed the right, as being best acquainted with the nearest inhabitants; likewise, they had, when taken, two boats left at St. Maria (about forty miles distant), which they were confident of finding.



They promised to return within two or three days for the rest of us. I thought it best to consent. Mr. Bracket, it was agreed, should go in my stead, because my papers must accompany me as a necessary protection, and my men apprehended danger if they were lost. Joseph Baxter (I think was his name) they wished should go, because he could speak both languages, leaving Manuel, George, Thomas and myself to await their return. Having thus made all arrangements, and putting up a keg of the least salt water, with a few pancakes and salt fish, they set off a little before sunset, with our best wishes and prayers for their safety and return to our relief. To launch off into the wide ocean, with strength almost exhausted, and in such a frail boat as this, you will say was very hazardous, and in truth it was, but what else was left to us? Their intention was to touch at the Key where the Exertion was, and if no boat was to be found there, to proceed on to St. Maria, and if none there, to go to Trinidad and send us relief. But alas! it was the last time I ever saw them! Our suffering this day was most acute.

“Tuesday, February 1st. This day we rose early and traversed the beach in search of cockles, &c., but found very few. I struck my foot against something in the sand, which proved to be a curious shell, and soon found two others of a different kind, but they were to me like Crusoe’s lump of gold, of no value. I could not drink them, so laid them by. I returned to our tent, and we made some skillygolee, or flour and salt water boiled together, which we found better than clear salt water. We passed the day very uncomfortably, and my people were dissatisfied at not having an equal chance, as they called it, with the others in the boat; but it is not always that we know what is for our good.

“Saturday, 2d. Thomas and George made another visit to the windward Keys, where they found some more shooks and two pieces of spars; towed them round as before. We now had some hopes of finding enough to make us a raft, which would carry us to some place of relief, in case the boat should not return.

“Sunday, 3d. A calm, warm day, but a very gloomy one to us, it being more difficult to support life—our pro-



visions nearly expended, no appearance of rain since the night we first landed, our thirst increasing, our strength wasting, our few clothes hanging in rags, our beards of great length and almost turned white, nothing like relief before us, no boat in sight. Think, reader, of our situation. We had marked out for each one the place for his grave. I looked at mine, and thought of my wife and family. Again we reduced the allowance of bread, but even the little which now fell to my share I could scarcely swallow. I never seemed to feel the sensation of hunger, the extreme of thirst was so overpowering. Perhaps never shall I be more reconciled to death, but my home made me want to live, although every breath seemed to increase thirst.

“Monday, 4th. Having seriously reflected on our situation, concluded to put all the shooks, &c., together and form a raft, and ascertain what weight it would carry, but here again we were disappointed, for we had not enough to carry two of us.

“Tuesday, 5th. About 10 o'clock A. M. discovered a boat drifting by on the southeast side of the island, about a mile distant. I deemed it a providential thing to us, and urged Thomas and George trying the raft for her. They reluctantly consented and set off, but it was nearly three P. M. when they came up with her. It was the same boat we had built! Where, then, was my friend Bracket and those who went with him? Every appearance was unfavorable. I hoped that a good Providence had yet preserved him. The men who went for the boat found it full of water, without oars, paddle, or sail; being in this condition, and about three miles to the leeward, the men found it impossible to tow her up, so left her, and were till eleven o'clock at night getting back with the raft. They were so exhausted that had it not been nearly calm, they could never have returned.

“Wednesday, 6th. This morning was indeed the most gloomy I had ever experienced. There appeared hardly a ray of hope that my friend Bracket could return, seeing the boat was lost. Our provisions nearly gone, our mouths parched extremely with thirst, our strength wasted, our spirits broken, and our hopes imprisoned

within the circumference of this desolate island in the midst of an unfrequented ocean, all these things gave to the scene around us the hue of death. In the midst of this dreadful despondence a sail hove in sight, bearing the white flag. Our hopes were raised, of course, but no sooner raised than darkened by hearing a gun fired. Here, then, was another gang of pirates. She soon, however, came near enough to anchor, and her boat pushed off towards us, with three men in her. Thinking it no worse now to die by sword than famine, I walked down immediately to meet them. I knew them not. A moment before the boat touched the ground, a man leaped from her bows and caught me in his arms! It was Nickola! saying, 'Do you now believe Nickola is your friend? yes,' said he, 'Jameison will yet prove himself so.' No words can express my emotions at this moment. This was a friend indeed. The reason of my not recognizing them before was that they had cut off their beards and whiskers. Turning to my fellow-sufferers, Nickola asked, 'Are these all that are left of you, where are the others?' At this moment seeing David's grave. 'Are they dead, then? ah, I suspected it. I know what you were put here for.' As soon as I could recover myself, gave him an account of Mr. Bracket and the others. 'How unfortunate,' he said, 'they must be lost, or some pirates have taken them, but,' he continued, 'we have no time to lose, you had better embark immediately with us, and go where you please, we are at your service.' The other two in the boat with him were Frenchmen, one named Lyon, the other Parrikete. They affectionately embraced each of us, then holding to my mouth the nose of a teakettle, filled with wine, said, 'Drink plenty, no hurt you.' I drank as much as I judged prudent. They then gave it to my fellow-sufferers. I experienced almost immediate relief, not feeling it in my head; they had also brought in the boat for us a dish of salt beef and potatoes, of which we took a little. Then sent the boat on board for the other two men, being five in all, who came ashore, and rejoiced enough was I to see among them Thomas Young, one of my crew, who was detained on board the Mexican, but who had escaped through Nickola's means; the other

a Frenchman, named John Cadett. I now thought again and again, with troubled emotion, of my friend Bracket's fate. I took the last piece of paper I had and wrote with a pencil a few lines, informing him (should he come there) that I and the rest were safe; that I was not mistake in the friend in whom I had placed so much confidence, that he had accomplished my highest expectations, and that I should go immediately to Trinidad, and requested him to go there also, and apply to Mr. Isaac W. Lord, my consignee, for assistance. I put the paper into a junk bottle, previously found on the beach, put in a stopper, and left it, together with what little flour remained, a keg of water brought from Nickola's vessel, and a few other things which I thought might be of service to him. We then repaired with our friends on board, where we were kindly treated. She was a sloop from Jamaica, of about twelve tons, with a cargo of rum and wine, bound to Trinidad. I asked 'which way they intended to go!' They said 'to Jamaica,' if agreeable to me. As I preferred Trinidad, I told them if they would give me the Exertion's boat, which was alongside (beside their own) and some water and provisions, we would take chance in her, 'for perhaps,' said I, 'you will fare better at Jamaica than at Trinidad.' After a few minutes' consultation, they said, 'you are too much exhausted to row the distance of one hundred miles, therefore we will go and carry you; we consider ourselves at your service.' I expressed a wish to take a look at the Exertion, possibly we might hear something of Mr. Bracket. Nickola said 'very wel,' so got under way and run for her, having a light westerly wind. He then related to me the manner of their desertion from the pirates. As nearly as I can recollect his own words, he said, 'A few days since the pirates took four small vessels, I believe Spaniards; they having but two officers for the first two, the third fell to me as prize-master, and having an understanding with the three Frenchmen and Thomas, selected them for my crew, and went on board, with orders to follow the Mexican, which I obeyed. The fourth, the pirates took out all but one man, and bade him also follow their vessel. Now our schooner leaked so bad that we left her, and in her stead agreed to take this little

sloop (which we are now in), together with the one man. The night being very dark, we all agreed to desert the pirates, altered our course, and touched at St. Maria, where we landed the one man; saw no boats there, could hear nothing from you, and agreed one and all, at the risk of our lives, to come and liberate you if you were alive, knowing as we did that you were put on this Key to perish. On our way we boarded the *Exertion*, thinking possibly you might have been there. On board her we found a sail and paddle.\* We took one of the pirate's boats, which they had left alongside of her, which proves how we came by two boats. My friend, the circumstance I am now about to relate will astonish you. When the pirate's boat with *Bolidar* was sent to the before-mentioned Key, on the 19th of January, it was their intention to leave you prisoners there, where was nothing but salt water and mangroves, and no possibility of escape. This was the plan of *Baltizar*, their abandoned pilot, but *Bolidar's* heart failed him, and he objected to it; then, after a conference, Captain *Jonnia* ordered you to be put on the little island from whence we have taken you. But after this was done, that night the French and Portuguese part of the Mexican's crew protested against it, so that Captain *Jonnia*, to satisfy them, sent his large boat to take you and your fellow-prisoners back again, taking care to select his confidential Spaniards for this errand. And will you believe me, they set off from the Mexican, and after spending about as much time as would really have taken them to come to you, they returned, and reported they had been to your island and landed, and that none of you were there, somebody having taken you off! This all my companions here know to be true. I knew it was impossible you could have been liberated, and therefore we determined among ourselves that should an opportunity occur we would come and save your lives, as we now have.' He then expressed, as he hitherto had done (and I believe with sincerity), his disgust with the bad company which he had been in, and looked forward with anxiety to the day when he might return to his native country.

\*This proved to me that Mr. Bracket had been there, these being the ones which he took from the island.

*(To be continued)*



# THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LVIII, page 224.)

Hannah Burnap of Southboro, widow, and Thomas Brigham, surety, of Marlborough, yeoman, 29 March, 1756, guardianship of Hannah, aged about 11, daughter of David Burnap, late of Southboro. (Worcester Probate Records, 9255.)

Hannah Burnap of Southboro, widow, and Thomas Brigham, surety, guardianship of Sarah Burnap, minor, aged about 4 years, daughter of David Burnap of Southboro, 29 March, 1756. (Ibid, 9173.)

Mrs. Hannah Burnap, widow of David Burnap, late of Southboro, intestate, requests that Thomas Brigham of Marlboro take administration. He was appointed 24 March, 1756, and rendered an account 10 May, 1757, in which he mentions Sarah, Mary, and Martha Burnap. (Ibid, 9149.)

Children, by first wife, born in Hopkinton :

207. A child, born 11 Dec., 1739; died 19 Dec., 1739.

By second wife, born in Hopkinton and Southboro :

208. HANNAH, born (?) April, baptized 21 April, 1745; died before 1756 probably.

209. SARAH, born 7 May, 1752; died 5 Oct., 1756, Southboro.

210. MARY, no record, unless there is an error and Rhoda, baptized 28 Sept., 1755, at Christ Church, as the "child of David," should be given as Mary, or it may be an error in the probate papers given above. It is believed, however that the above baptism is that of the daughter of Daniel Burnap, No. 205, and her marriage is recorded under that number.

211. MARTHA, born before 1756; named in the administration papers.

118. ELIZABETH BURNAP, born 1 May, 1708; married, 11 January, 1727, at Christ Church, Hopkinton, James, born 17 June, 1703, at Hopkinton, son of James and Sarah (Cutter) Locke. He was a farmer in Hopkin-



ton in 1725, and removed to Ashby in 1749, where he died, 1 September, 1782, ae. 79 years, 2 days. His wife died 25 November, 1785, at New Ipswich, N. H., at the home of her son-in-law, Ephraim Adams, being 77 years old.

Children, born in Hopkinton—LOCKE :

ELIZABETH, born 19 April, 1728; died 26 June, 1798, ae. 71 unmarried.

JAMES, born 20, baptized 23 Nov., 1729; married, 17 Dec., 1753, Hannah Farnsworth. He died 19 Jan., 1808, ae. 78, at Sullivan, N. H.

SARAH, born 24 June, 1732; married, 17 June, 1753, William Clark, Jr. She died 22 Sept., 1813, ae. 81, at Andover, Vt.

JOHN, born 16 Dec., 1733; married, 12 Nov., 1766, Beulah Newton, at Southborough. He died 16 Feb., 1823, in his 90th year, at Sullivan, N. H.

REBECCA, born 13 May, 1735; married, 18 Nov., 1761, as his second wife, Deacon Ephraim Adams. She died 1822, ae. 87, at New Ipswich, N. H.

JONATHAN, born 7 Dec., 1737; married, 2 Oct., 1761, Mary Haven, widow — Nichols, and 1807, Betsey Frink, widow — Fields.

DAVID, born 22 Feb., 1740; married, 4 Jan., 1779, Betsey Kibby (Kirby?) Parlin of Concord, Mass. He died 19 Aug., 1800, at Ashby, Mass.

EBENEZER, born 22 May, 1742; died young.

MARTHA, born 25 June, 1744; married, 28 June, 1769, William Withington, Jr. She died at Madison, N. Y.

WILLIAM, born 12 April, 1748; married, 18 June, 1772, at Lancaster, Mary Fowle, and 13 April, 1813, Hannah, widow of Jonas Woolson. (Locke Genealogy, History of New Ipswich, N. H.) A William married 21 Feb., 1773, Rebecca Barrett. He died 30 Mar., 1829, ae. 87.

120. JONATHAN BURNAP, born 19 January, 1711/2; married, 10 July, 1735, at Christ Church, Hopkinton, Dorothy (Doritha, Dovally), born probably between 1712 and 1720, daughter of Ebenezer and Elizabeth (Carr) Kimball of Wenham and Beverly, who removed to Hopkinton. They had three children, and she died 31 October, 1740, at Hopkinton. He then married, 21 April, 1747, Elizabeth, born 17 February, 1725/6, at Windham, daughter of William and Ruth (Bemis) Averill of Tops-

field, Mass., and Windham, Conn. William Averill refers in his will to "my daughter *Ruth* Burnet," but probably he meant his grand-daughter, unless the Averill Genealogy errs.

Jonathan Burnap was a partner in the Manufactory Company or Land Bank in 1740, like his brother David, q. v.

Jonathan Burnap of Hopkinton, husbandman, consideration £960, conveyed to Seth Morse of Sherburn, husbandman, land in Hopkinton, 26 January, 1744/5. Witnesses: Caleb Greenwood, Thomas Russell. Acknowledged 16 May, 1745. (Middlesex Land Records, vol. lxi, p. 354.)

Note:—The land of Benjamin and Daniel Burnap is mentioned, and the privilege reserved for Benjamin, Junior, and Daniel to pass through over a parcel.

It seems likely that the family may have removed to Connecticut in 1745, rather than 1748, as stated below.

He removed from Hopkinton in 1748, and in 1753 was in Hampton, Conn., in which year, being a member of the Scotland Church, he and others were allowed to join the Canada Society. He was one of the listers in 1755, and a tithing man in 1760.

In 1769 the Society engaged in a heated controversy with its pastor, the Rev. Samuel Moseley, who, through the negative power allowed by the Saybrook Platform, assumed, what was considered, undue authority over his people. Jonathan Burnap was one of five prominent members who made up a committee to remonstrate with the pastor, and much recrimination resulted. The matter was finally brought to a vote of the members of the church, which resulted in Burnap and seven others being pronounced "guilty of scandalous violation of the third commandment, of publishing a false and scandalous paper, of abominable deceit, contemptuous abuse of the divine institution of discipline, scandalous violations of gospel injunctions, etc.," and they were called upon to make public acknowledgment of their sins on the Lord's day before the congregation. They refused to submit, and were sustained by public opinion and restored to fellowship. The matter was far from settled and again

broke out, Burnap and two others still resisting, civil suits were instituted, and after some years the affair was taken before a council of the county churches. Here it was determined that neither party was guilty in the form alleged, and finally the whole thing was laid at rest.

Jonathan Burnap died between March and June, 1785, and his wife was then living, but the date of her death has not been found. His will was dated 19 March, 1785, certified 11 June, and proved 5 July, 1785, and mentions his wife Elizabeth, Elizabeth Royce, Dorcas Burnap, Dorothy Howe, Jonathan, Benjamin, James, Calvin, Luther, William Burnap, Ruth Parke, Martha Hebard, Catharine and Esther Burnap.

Children, born in Hopkinton, by first wife:

212. DOROTHY, born 28 May, baptized 5 June, 1737; died 9 Dec. 1781, Marlborough, 45th year.
213. ELIZABETH, born 17, baptized 18 Feb., 1738/9 (15 Nov., 1738, Church Records); died 27 Nov., 1812, Marlborough.
214. DORCAS (Darkes), born 25 Oct., baptized 2 Nov., 1740; died after 1785.

Children, born in Windham, by second wife :

215. RUTH, born 3 Feb., 1747/8; died after 1790.
216. JONATHAN, born 8 June, 1749; died after 1799.
217. WILLIAM, born 27 April, 1751; died after 15 July, 1769.
218. BENJAMIN, born 21 Feb., 1753; died after 1785.
219. JAMES, born 5 April, 1756; died 27 Jan., 1840, Hampton, Conn.
220. MARTHA, born 6 Mar., 1758; died 31 Dec., 1803.
221. CALVIN, born 18 May, 1760; died after 1785.
222. CATHERINE, born 31 Mar., 1762; died after 1785.
223. LUTHER, born 14 February, 1764; died 23 Dec., 1844, ae. 81, at Oxford, Mass.
224. ESTHER, born 13 Aug., 1767; died Jan., 1848, Tolland, Conn.
225. WILLIAM, born 17 Sept., 1769; died after 1785.

122. HANNAH BURNAP, born 26 October, 1715; married, 25 December, 1732, Jason Walker, born about 1708, died 13 February, 1787, in his 79th year, at Hopkinton. He was a deacon in the church; his parents are not known. She died 13 October, 1803, at Hopkinton.

## Children, born in Hopkinton—WALKER :

JASON, born 23 Jan., 1733/4; died 18 Dec., 1756.

THOMAS, born 12 Aug., 1735.

ASA, born 19 Mar., 1736/7.

JOSEPH, born 9 Feb., 1738/9; "Deacon Joseph," probably he, married, 8 Nov., 1764, Sarah Wark. He died 15 Dec., 1813, 75th year, Hopkinton.

HANNAH, born 8 July, 1741; probably she married, 2 July, 1761, John Gibbs.

MARY, born 28 July, 1745.

MARTHA, born 22 July, 1747; probably married, 9 Dec., 1779, Joshua Andrews.

SARAH, born 28 Nov., 1750.

MEHITABEL, born 5 Nov. [crossed out], 1753.

126. RUTH BURNAP, born 23 May, 1711; married, 19 October, 1738, at Reading, John, born 31 January, 1710, at Reading, son of John and Elizabeth (Lynde) Smith. He was a deacon in the church, and his first wife died 23 October, 1775, in her 68th year (*sic.*) (Town Burying Ground, Wakefield.)

He married again, 26th September, 1776, Joanna Symonds, who died 10 March, 1809, a widow according to the records, although the History of Reading states that he had three wives. What appears to be his death is recorded as of 7 December, 1782, in his 73d year. (Town Burying Ground, Wakefield.)

Children, born in Reading, baptized in Wakefield—SMITH.

TIMOTHY, born 18, baptized 22 July, 1739; died 23 July, 1747, ae. 10 yrs. 5 dys. (*sic.*); Town Burying Ground, Wakefield.

RUTH, born 20, baptized 21 Mar., 1742; died 29 July, 1742, ae. 4 mos. 9 dys. (Town Copy, Reading.)

NOTE.—There is some confusion in the records, as a child is said to have died July, 1742, ae. 3 mos.; in Wakefield Church Records also a Ruth, daughter of John and Ruth, died 9 July, 1743, ae. 3 mos. 11 dys. Town Burying Ground, Wakefield.

RUTH, born 6, baptized 13 May, 1744; died 23 Feb., 1744/5, ae. 9 mos. 17 dys. (Town Copy, Reading); ae. 10 mos. (Wakefield Church Records).

ANNA, born 2 June, 1752.

LYDIA, born 2 Nov., 1753; married, 18 Dec., 1777, Jeremiah Brown. She died 1822, ae. 69.

127. ANNA BURNAP, born 26 April, 1713; married, 16 March, 1737, Jeremiah, born 14 September, 1708, in Reading, probably son of Samuel and Mary Brown. Their children are named in the will of Anna's father, the mother having died on 10 May, 1751 (Reading Town Records), "in her 39th year" (Town Burying Ground, Wakefield). He married again, 30 September, 1754, Ruth Welman, as would seem from the records. She is probably the Ruth, daughter of Abraham and Elizabeth (Taylor) Welman of Lynn, and she died, "widow of Jeremiah," 25 October, 1786, ae. 61 years. (Wakefield Town Burying Ground.) He died 18 August, 1784, ae. 75 years (Wakefield Town Burying Ground); ae. 77 years (Wakefield Church Records).

Children, born in Reading, baptized in Wakefield—**BROWN** :

THOMAS, born 14, baptized 23 April, 1738; probably married, 15 June, 1762, Ruth Wolton.

SAMUEL, born 14, baptized 18 May, 1740; married, 11 Oct., 1762, Bridget Bryant.

SARAH, born and baptized 27 Sept., 1741; probably married, 2 Dec., 1766, Edmond Eaton.

HEZEKIAH, born 26, baptized 29 May, 1744.

ANNA, born 15, baptized 18 Jan., 1746/7; probably died 10 Feb., 1760.

RUTH, born 20, baptized 25 Mar., 1749/50.

133. REBECCA BURNAP, born 18 January, 1726/7; married, 19 January, 1747/8, at Malden, Jacob, born 30 April, 1723, son of Phineas and Tamzen (Thomasin) (Hill) Upham of Malden. The intention was published 19 September, 1747. He was a weaver in Reading, where he died 30 September, 1775, his estate being administered the following year. His wife died 14 March, 1779, and her will was proved that year.

Children, baptized in Wakefield—**UPHAM** :

REBECCA, born 2, baptized 4 Dec., 1748; died 1 April, 1749.

REBECCA, born 9 Jan., 1750/1; died 10 Mar., 1777.

SARAH, born 10 Jan., baptized 16 or 18 Mar., 1753; died 28 June, 1753, ae. 5 mos.

SARAH, born 7, baptized 16 July, 1754; died 24 May, 1775.



MARY, born 2, baptized 8 May, 1757; married, 4 April, 1780, William Tarbox. She died 18 Oct., 1820.

TAMZEN, born 5, baptized 18 Sept., 1759; died 26 Jan., 1822.

RUTH, born 18 Jan., 1763; died 21 Mar., 1810.

JACOB, born 16 May, 1766; married, 17 Mar., 1791, Sarah Pratt, and removed to Amherst, N. H. He married again 15 April, 1827, Sarah Whittemore. He died 1 April, 1849.

134. HANNAH BURNAP, born 17 July, 1721; married, 3 December, 1739, Jonathan, born probably 11 September, 1718, son of Joseph Sibley of Sutton. His birth appears in the Sutton Town Records as "Ensign Jonathan," born as above, and his wife's birth is recorded as "Hannah, wife of Ensign Jonathan, born 17 July, 1723," an error of two years. He died 30 March, 1787, "aged nearly 69," according to the Church Records, and his wife died 19 October, 1816, ae. 95. (West Sutton Burial Ground.)

Children, born in Sutton—SIBLEY :

JONATHAN, born 10 Feb., 1741; married, 26 April, 1762, Eunice Perkins.

REUBEN, born 20 Feb., 1743; married, 30 Jan., 1765, Ruth Sibley; died 17 Nov., 1810, ae. 67.

HULDAH, born 13 Sept., 1745; married, 26 June, 1765, John Howard.

PAUL, born 26 April, 1748; married, 2 Dec., 1766, Sarah Putnam.

GIDEON, born 20 Nov., 1750; married, 28 April, 1772, in Oxford, Tamar Fitts. He died 21 Aug., 1846, ae. 96; West Sutton Burial Ground.

TARRANT, born 1 Sept., 1754; married, 22 April, 1779, in Oxford, Hannah Putnam. He died 26 July, 1823, ae. 68 (gravestone).

135. EBENEZER BURNAP, born 10 June, 1723; went with his mother and stepfather to Sutton when he was about eight years old. He married, 28 September, 1749, Mary, daughter of Judge Wyman of Woburn. It is not clear which of the many Wymans was her father, and hence it is impossible to find the date of her birth. The History of Sutton states that they arrived in Sutton after 1750, but we find no reason to doubt that the earlier date of 1731 is nearer correct. According to this same au-

thority the Burnap farm was on Burnap, now called Bolton Hill, about 1750, and Ebenezer Burnap lived there until about 1770, when he removed to a spot about one hundred and fifty yards northeast, on the road from Bramanville, Millbury, to the school-house in district number eleven, being the most northerly farm on that road and in part on the Millbury line. The house stood in the present garden, and was burned about 1833. A part of the barn still standing was in the original structure, but has had additions. This farm passed to his son Timothy, who helped his father to build the present house in 1815, and Timothy lived there until 1828, when, upon his death, his son Timothy took it, and, in 1830, Elijah, brother of Timothy, Jr., bought an interest, and they occupied it jointly till Timothy's death in 1858. Elijah sold it to Andrew B. Garfield, and he to Miss Mary E. Henry, who occupied it until 1878 with C. C. Hall, who had married a great-granddaughter of Timothy Burnap. At that time there were only fifty-two acres left in the farm.

Children, born in Sutton, except the first:

226. MARY, born 6 Aug., 1750, in Hollis, N. H. The birth of this child in Hollis cannot be explained, but is so given in Sutton Records.
227. SARAH, born 3 Oct., 1751; died 26 Dec., 1815, ae. 64, in Leicester, Mass.
228. ANNA, born 19 Sept., 1752; died 11 June, 1813, Bethel, Vt.
229. TIMOTHY, born 25 Dec., 1753; died 4 Oct., 1828, Sutton.
230. EBENEZER, born 13 Oct., 1756; died 12 Mar., 1820, ae. 63, Ward, Mass.
231. THOMAS, born 19 Jan., 1758; died 13 Sept., 1819, ae. 62, Windham, Vt.
232. ABIJAH, born 11 April, 1760; died 21 Feb., 1839, Millbury, Mass.
233. JOHN, born 23 April, 1762; died 1 Sept., 1813, Windham, Vt.
234. UZZIAH, born 20 June, 1764; died 16 June, 1793, Hinsdale, N. H.
235. ASA WYMAN, born 2 June, 1765; died 1811, at West Boylston, Mass.
236. HANNAH, born 9 Dec., 1771; died after 1809, at Dixfield, Me., probably.

136. JOHN BURNAP, born 3 February, 1726/7; married, 9 March, 1749, in Coventry, Conn., Susannah, whose

maiden name does not appear, nor is there any Susannah whose birth is in the Coventry records who could be this one. Two of their children were born in Coventry, and the remainder in Lebanon, where the family lived until 1771; they then removed to Norwich, Vt., six children being then alive. They travelled on foot, carrying the family goods on their backs, the son Elijah, then fifteen years old, carrying a pack of fifteen pounds as his share. They built a log-house in the northeastern part of the town, and remained there until 1778, at which time they again removed, this time to Rutland.

The following is quoted in the Vermont Historical Magazine, vol. 17, p. 1028 :

In Council, Bennington, February 17, 1778.

To Captain Joseph Bowker—Sir :

Whereas, complaint is made to this council by Deacon John Burnap, that Moses Olmstead and . . . Owen of Pittsfield, did in December last take from him about twelve hundred weight of iron, which is detained from him ; he therefore desires this council that they would direct him in what manner he may obtain his property again. Therefore this council recommend to call together the members of the several committees in Rutland and the neighboring towns, to the number of five, to judge and determine the case pending between the above parties according to justice and equity.

By order of council :

Thomas Chittenden, President.

The Trustees of Dartmouth College made a lease, 10 April, 1782, for the ferry "between the College and John Sargeant's in Norwich" with John Burnap, he to provide a boat and constantly to attend the ferry.

His wife died 23 April, 1784, and he married again, 10 February, 1788, Ruth, born about 1730, whose surname was Hatch, but whose parents are unknown.

He died about 1 November, 1804, while at work in the fields, and his wife 3 September, 1813, *ae.* 83. The epitaph of the first wife reads :

"Within this sacred bed of rest  
A tender mother lies,  
But she shall live among the just  
When Christ shall bid her rise."

## Children, all by first wife :

237. SUSANNAH, born 30 Nov., 1749; died in Norwich, unmarried.  
 238. ISAAC, born 3 Jan., 1750/1; died 23 April, 1775, Norwich.  
 239. ELIJAH, born Jan., 1756; died 8 Sept., 1819, Norwich.  
 240. JACOB, date of birth not known; died 23 Sept., 1777; in Revolutionary War.  
 241. JAMES, date of birth not known; died 26 April, 1784.  
 242. JOHN, date of birth not known; died in Thetford, Vt., ae. 88.  
 243. SARAH, born about 1762; died 4 Sept., 1843, ae. 81, at Norwich, Vt.

137. ABIGAIL BURNAP, born 15 November, 1735; married, 14 February, 1754, Daniel Skinner, at Coventry, but nothing further is known.

138. ABRAHAM BURNAP, born 1 September, 1730; married, 8 November, 1753, at Coventry, Conn., Irene Wright (called Susan in Kingsbury Genealogy), whose name suggests relationship with Nathaniel and Irene Wright of Coventry, and who may have been a niece, of whom no further information has been found. Abraham Burnap is called "Captain," and it is very likely he who was a grantee, but not a settler, at Stafford, Vt., 12 August, 1761. Dates of death of Abraham and his wife do not appear in the Coventry records.

## Children, born in Coventry :

244. URIAH (so-called by the father of Edward Lincoln Burnap of Norwich, but given in the records as Jeriah and Jerijah,) born 23 Nov., 1754; died after 1833.  
 245. DANIEL, born 1 Nov., 1759; died 26 Sept., 1838, ae. 86, at Andover, Conn.  
 246. ABNER, born 23 May, 1764; died in Royalton, Ohio, probably.  
 247. IRENE, born 22 Sept., 1766; died 6 June, 1809, at Royalton, Vt.  
 248. JOHN (?) (according to Edward Lincoln Burnap's father there was a son of this name who had a disagreement with his brothers and went to Vermont. Possibly it is the cousin John, No. 242, who was meant.)

143. MARY BURNAP, born 13 April, 1737; married, 19 February, 1755, John Kingsley, born 1734. They were married in Windham, and the births of their children are recorded, but his parents have not been found.

## Children, born in Windham—KINGSLEY :

ENOCH, born 2 Dec., 1755.

ASAEL, born 10 Jan., 1758.

URIAH, born 9 Sept., 1760.

RUFUS, born 11 April, 1763; married Lucinda Cutler.

JASON, born 14 Nov., 1765.

ADAMS, born 12 June, 1768.

CHLOE, born 17 Dec., 1770.

MARY, born 25 May, 1773.

JACOB, born 19 Dec., 1775.

ABIGAIL, born 19 Dec., 1775.

144. ABIGAIL BURNAP, born 8 May, 1739; married, 10 March, 1763, Archippus, born 10 October, 1735, in Windham, son of Isaac and Margaret (Smith) Parish, who had come to Windham from Ipswich, Mass. He died 22 December, 1780, having made his will four days before, and it was proved 10 January following. At this time he was living in Mansfield, Conn.

## Children, born in Windham and Mansfield—PARISH :

ABIGAIL, born 25 Dec., 1763, in Windham.

MARY, born 12 Oct., 1765.

ANNIE.

ALATHEA.

ARCHIPPUS, born 27 Jan., 1773, at Mansfield; married, 12 Aug., 1806, Phebe Miller, at Morristown, N. J. He died Oct., 1847.

ABRAHAM, born 10 June, 1778, at Mansfield; married, 15 March, 1801, at Mansfield, Jemima Wright.

The History of Wyoming and Lackawana Valley Families states that Abigail died in 1845, unmarried, and that Alatheia was born 12 October, 1765, and married John or Timothy Childs, and had Bradley, died young, and Archippus.

146. ELIZABETH BURNAP, born 17 December, 1742; married, 6 March, 1760, at Scotland, John Warren, whose parentage is unknown. They lived in Ashford, Conn. and there he died in 1811, and she 30 December, 1835.

## Children, born in Ashford—WARREN :

SYBIL, born about 1776; died 30 March, 1792, in her 16th year, at Ashford.

NAOMI, born 1 Aug., 1778; died 11 Aug., 1780, ae. 2 yrs. 11 mos., at Ashford.



Note—In Bennington, Vt., in 1836, there is a deed in which Justin Dimock, Joseph Starin and wife Calista, Anthony Bruise and wife Aurelia L., John Warren and wife Susan H. (all sign except Justin, for whom Elias Dimock signs), quit-claim to land in Windham (as heirs by will of Elizabeth Warren, deceased, to the estate of Jacob Burnett, Isaac Burnett and Naomi Spring), to John Burnett of Windham. This establishes the fact that Elizabeth Warren was one of the heirs to the estates of her brother Jacob, who died *s. p.* in 1814, and whose wife died in 1835, of her brother Isaac, who died unmarried in 1830, and of her sister, who evidently married a Spring, of which this is the only evidence discovered. Justin Dimock was a brother of Calista, who married Joseph Starin, and they were children of Elias and Lydia (Warren) Dimock, but John Warren could not be the brother of Lydia, since he was born at least ten years too late to have married Elizabeth Burnap. It is very probable that search in the records at Bennington and Ashford would bring the facts to light.

150. SIBIL BURNAP, born 10 April, 1751; married, 30 November, 1773, at Scotland, John Knox, but nothing further has been found.

151. NAOMI BURNAP, born 11 April, 1753; married — Spring (see deed under 146), but no other record has been found. She evidently died before 1836, leaving no children probably.

152. JAMES BURNAP, born 21 March, 1755, is doubtless the one who as a private, of Andover, Conn., in Captain Henry Abbot's company, marched on the alarm of 19 April, 1775, service 7 1/2 days. Also he enlisted voluntarily under Captain James Stedman of Windham, to serve until April, 1776, in a regiment under the Governor's proclamation of January, 1776, and who appears in a receipt for wages in the same company, Colonel John Douglas's regiment, 17 June, 1776.

He was a Justice from Hampton, Conn., and one of the subscribers to the meeting house fund in 1787, in the Westminster Society.

His business was that of a hatter, and he invented a process of forming hat-bodies which was not a success, and after disposing of his plant he "removed westward," according to Weaver's History of Windham. This must have been later than 1817, as in that year he was one of a committee on the county seat.

He married, 14 May, 1778, Phebe, born 21 June, 1759, daughter of John and Mary (Cary) Baker, who died 7 August, 1811, *ae.* 52 (Canterbury Inscription).

Children, probably all born in Canterbury :

249. JAMES, born about 1780; died before 1863.  
 250. JOHN BAKER, born 3 Feb., 1782; died 10 Jan., 1851, at Canterbury.  
 251. CLARK, born about 1787; died before 1863.  
 252. NAOMI, born about 1794; died 8 Oct., 1866, at Providence, R. I.  
 253. PHEBE, no record found.

153. JOHN BURNAP, born 28 April, 1757, is said by Weaver, in the History of Windham, to have served in the Revolutionary war, and a Burnap of the name is among the list of those who did, but the records are not in such form as to be surely those of John of Scotland. He married, 30 March, 1786, Sarah, daughter of Robert and Anna (Cushman) Avery, and lived on Merrick's Brook in Scotland. She was received into full communion in the Scotland Church, 26 June, 1796, and he was a selectman of the town about 1818. He died 9 February, 1840, but no record of his wife's death has been found.

Child, born in Scotland :

254. ANN, born 19 Sept., 1789; baptized 10 July, 1796; married Ebenezer Young of Killingly; no further record found.

154. JACOB BURNAP, born 20 February, 1761; married Esther, possibly the daughter of Captain Elisha and Mary (Abbe) Wales of Ashford, but no record of her has been found. He lived in the Scotland district of Windham, and died there about 1814, while his wife survived him until 24 August, 1835. They had no children.

The will of Jacob Burnet of Windham mentions brother James Burnet, wife Esther, brother John Burnet, dated 6 March, 1810, proved 24 March, 1814, by Esther Burnett, relict.

The family name often appears as "Burnet" in the Windham branch, but this form does not seem to have been consistently used.

155. JOSEPH BURNAP, born 13 January, 1723/4, may have been married twice, although no record of the first wife appears. The births of his children are not recorded, but their baptisms in the Second or North Reading Congregational Church are found, and their mother's name was Lydia. The latest is in 1767, but the mother's death is not on record. In 1775 a Joseph married Lydia Melendy (12 January), who is supposed to be the one who died in Charlton, Mass., 6 September, 1814, ae. 85, and from the fact that the record reads "the mother of brother Melendy," it would seem that she was a widow of a Melendy, though no marriage of a Melendy to a Lydia is to be found. Either John Melendy of Reading or Richard of Medford, Reading, and Amherst (N. H.), could have had a son who was her husband, and the fact that Joseph Burnap, in a deed in 1785, refers to Lydia as "my now wife", would strengthen the belief that she was a second wife.

William Upton of Reading, housewright, consideration £26:13: 4, to Joseph Burnap of Reading, yeoman, land in Reading and Wilmington, 24 February, 1777. Witnesses: Timothy Russell, Margaret Russell. Acknowledged 16 April, 1777. (Mddx. Land Records, vol. lxxviii, p. 171.)

Joseph Burnap of Reading to John Nichols, Jr. (mentions Lydia my now wife), 4 July, 1785. (Mddx. Land Records, vol. cclxvi, p. 33.)

The will of Joseph Burnap:

20 March, 1806, of Reading. To Lydia my wife, to son John, to son Joseph, to son Jacob, to son Edward, living in Fitchburg, land in Fitchburg; to daughter Lydia Cutler, to daughter Sarah Miles, to sons Joseph, Edward, James (the last to receive all debts and pay all legacies); John, Joseph, Jacob, and Edward, to divide \$40 amongst my grandchildren after son James's decease. James executor and residuary legatee. Witnesses: Benja. Holt, Amos Damon, Timothy Russell. Proved at Woburn, 25

April, 1809. (Mddx. Probate Records, vol. cvi, p. 494.)

Children, baptized in North Reading Congregational Church, by first wife :

255. JOSEPH, baptized 1745; died young doubtless.  
 256. JAMES, baptized 1749; died 29 Dec., 1821, ae. 72, at Reading.  
 257. JOHN, baptized 1752; died 4 May, 1813, at Reading.  
 257a. LYDIA, baptized 1758.  
 258. JOSEPH, baptized 22 July, 1759.  
 259. JACOB, bapt. 4 Oct., 1761; died 14 June, 1807, at Fitchburg.  
 260. EDWARD, bapt. 16 Sept., 1764; died 1 Aug., 1827, at Fitchburg.  
 261. SARAH, baptized 5 July, 1767.

163. RUTH BURNAP, born 18 December, 1727; probably married (intention), 4 February, 1748/9, in Andover, Joshua, born 11 June, 1724, at Andover, son of John and Mehitabel (Wilson) Holt.

Children, born in Andover—HOLT:

A child, born 18 Oct., 1750; died young probably.

ISAAC, born 15 May, 1752; married, 8 Jan., 1778, Hannah Stevens.

ISRAEL, baptized 17 May, 1794; married, 18 March, 1783, Abigail Bailey.

UZZIEL, baptized 1 March, 1761; died 19 Feb., 1762.

RUTH, born 11 May, 1758; died 17 Aug., 1825, ae. 77, unmarried.

HANNAH, born 17 March, 1764; married, 4 Jan., 1781, William Phelps of Salem.

UZZIEL, born 12 April, 1766.

MICAH, born 31 Mar., 1768; perhaps married, 15 April, 1798, Rachel Cook; died 5 Sept., 1840, ae. 72.

TABITHA, born 20 Feb., 1770; died 17 March, 1849, ae. 73 or 79 (2d Burying Ground, North Andover), unmarried.

167. RUTH BURNAP, born 28 November, 1733; married, 5 February, 1765, at Reading, Joshua, born 23 March, 1731, at Wilmington, Mass., son of Lieutenant Jonathan and Elizabeth (Russell) Jones. He had married, first, Hepzibah daughter of Ebenezer and Tabitha (Burnap) Flint, No. 103, who died in 1764. He inherited a part of his father's estate in Wilmington, and died within the year of his marriage, as administration upon his estate was granted



to his brother Josiah of Andover 3 September, 1775, while his brother-in-law, Captain John Flint, was appointed guardian of three minor children by his first wife.

The widow then married, 23 September, 1773, Daniel, born 22 July, 1725, son of Samuel and Joanna Pratt of Reading, who had previously had a wife named Abigail, who died in 1771. Her death does not appear, and he died 22 June, 1795, in his 70th year (Laurel Street Burying Ground and Congregational Church Records), or June, 1796 (Town Records). There do not seem to have been any children by this marriage. The widow Ruth received £22: 5: 0, "in consideration of her quitting the estate" of Joshua Jones. (See New England Historical and Genealogical Register, vol. lxi, p. 354.)

168. ELIZABETH BURNAP, born 27 January, 1736/7; married, 4 April, 1765, at Reading, John, probably son of Bartholomew and Keziah (Pudney) Buxton of Salem; if so, baptized 1734, at Reading. He served in the Revolution, and died in 1821, at Packersfield, N. H., ae. 91, having removed from Reading, first to Wilton, N. H., and later to Packersfield (Nelson). The date of her death has not been found.

Children—BUXTON:

EUNICE, baptized 18 May, 1766, at Reading; perhaps died 28 May, 1820, at Reading.

TIMOTHY RUSSELL, born 7 March, 1773, at Wilton; married Eunice Chandler. He died 10 April, 1847, at Packersfield (Nelson), N. H.

171. JOHN BURNAP, born 25 June, 1744; married, 24 December, 1767, Mary Hayward, born 8 March, 1740, at Reading, whose parents are not known. John was probably the one listed as a voter in the Second Parish, Reading, in 1771. He may also be the one who enlisted, 24 April, 1775, as a private in Captain John Bacheller's company, Colonel Ebenezer Bridge's regiment, and who appears in several service records in that year. He is said to have been in Temple, N. H., for a short time, and to have then removed to Packersfield (Nelson), N. H. He is also said to have died 28 May, 1815, and his wife 26 February, 1825. Neither his death nor that of his wife are to be found in the Reading records it is certain, and the last child recorded was born in 1781.

*(To be continued)*







# SALEM VESSELS AND THEIR VOYAGES.

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## THE SHIP "GEORGE."

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BY GEORGE GRANVILLE PUTNAM.

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(Continued from Volume LIX, page 24.)

This passage of the *George* from Cape Good Hope to Salem is believed to be the quickest on record of any sailing vessel from the Cape to a North Atlantic port, particularly New York, Boston, Capes of Delaware, or Salem. The writer has seen the reports of scores of sailing vessel passages, but in no instance did he find a single one among all the fast tea clippers that even equalled it. So the glory all belongs to this old Salem ship.

The ship *Mandarin*, Capt. Cook, sailed from Sand Heads, Feb. 11, for Salem, and arrived here July 16, 161 days' passage from Calcutta, 153 from Sand Heads, the *George* thus beating her 66 and 60 days respectively.

### SIXTEENTH VOYAGE.

Sailed from Salem Aug. 10, 1831, Jonathan H. Lovett, Jr., master. Crossed the Equator Sept. 7, 27 1-2 days out; passed Cape Good Hope Oct. 8, 59 days out, and arrived at Sand Heads Nov. 22, 104 days from Salem, and at Calcutta Nov. 26, all well. Sailed from Calcutta Jan. 13, 1832; Sand Heads, Jan. 17; passed Cape Good Hope March 4, 46 days from Sand Heads; crossed the Equator March 27, in longitude 30.26 W., 69 days out, and arrived at Salem April 20, 1832, 93 days' passage. Voyage, eight months and ten days, her quickest round trip. Duties, \$60,386.20.

### OFFICERS AND CREW.

Master, Jonathan H. Lovett, Jr., Beverly; mate, Edward Kilham, Beverly; second mate, Charles H. Allen; supercargo, James B. Briggs, Salem; carpenter, John L. Lovett, Beverly; seamen, John West, Charles D. Mugford and Francis A. Winn, Salem; William Lovett, Jr., and John Lovett, Beverly; Charles Bush, John Goldsmith,

William H. Allen and Andrew Haraden, Jr., Salem ; Calvin Wallis, Beverly ; Richard W. Seccomb, Salem ; Edward F. Weld, Beverly ; steward, John Tucker, Salem ; cook, William Drew (Dorchester), Salem.

Consignees—Joseph Peabody, James B. Briggs, Jonathan H. Lovett, Jr., Ebenezer Seccomb, Jr., Robert Peele, 3d, Peter E. Webster, Edward Kilham, Andrew Haraden, Jr., Samuel G. Rea, William H. Allen.

Three ships sailed from Calcutta previous to the *George*, but she outsailed them all. They were: Ship *Fenelon*, Capt. Joseph Webb of Salem, from Calcutta, Dec. 23, 1831, Sand Heads Dec. 27, for Boston, where she arrived April 24, 1832, 118 days' passage ; ship *Tremont*, Capt. Darling, from Calcutta, Dec. 28, 1831, Sand Heads Jan. 3, 1832, for Boston, and arrived April 30, 117 days' passage ; ship *Mount Vernon*, Capt. Davis, from Calcutta, Jan. 4, 1832, Sand Heads Jan. 14, for Boston, where she arrived May 20, 126 days' passage, having lost bulwarks in a long and hard gale off Cape Good Hope.

#### SEVENTEENTH VOYAGE.

Sailed from Salem, Aug. 7, 1832, Jonathan H. Lovett, Jr., master. Crossed the Equator Sept. 13, 37 days out ; passed Cape Good Hope Oct. 11, 65 days out, and arrived at Sand Heads Dec. 16, 131 1-2 days' passage from Salem, and at Calcutta Dec. 21. Sailed from Calcutta Feb. 7, 1833 ; Sand Heads, Feb. 12 ; passed Cape Good Hope April 6, 53 days out ; passed the Equator April 28, 75 days out, and arrived at Salem May 22, 1833, 97 days from Sand Heads. Voyage, nine months and fifteen days. Duties, \$17,162.94.

#### OFFICERS AND CREW.

Master, Jonathan H. Lovett, Jr., Beverly ; mate, Benjamin Balch, Jr., Salem ; second mate, Charles H. Allen, Salem ; supercargo, Samuel Barton, Salem ; carpenter, John L. Lovett, Beverly ; seamen, William H. Allen, Salem ; Calvin Wallis, Beverly ; John Goldsmith and William Peele, Salem ; Thomas Williamson (Fairfax County, Va.), Salem ; Joseph Noble, Jr., Danvers ; Charles

Bush, Salem ; John W. Allen, Manchester ; John Church, Beverly ; Perley Z. M. P. Putnam, Salem ; Edward F. Weld, Beverly ; William B. Graves, Salem ; steward, John Tucker, Salem ; cook, Charles Hollis, Salem.

Consignees—Joseph Peabody, John L. Lovett, John Tucker, Jonathan H. Lovett, Jr., William H. Allen, Benjamin Balch, Jr., Charles Bush, Calvin Wallis, Peter E. Webster.

Off Cape Good Hope, the *George* spoke the ship *Brookline*, of Salem, Capt. Samuel Kennedy, Sr., of Salem, bound to Boston, which sailed from Calcutta seven days before the *George*. Capt. Lovett tried hard to speak the *Brookline*, but that ship would not answer. The *George* arrived at Salem exactly two weeks before the *Brookline* reached Boston. Meeting the mate of the *Brookline* on Salem Common one day, Mr. Balch asked him why he did not answer the *George* off Cape Good Hope. The reply was, "The old man (a term always applied by sailors to their master) was so mad to think that you had caught us that he would not allow me to reply." When the *Brookline* left Calcutta, Capt. Kennedy offered to take home letters from the *George*, but Capt. Lovett politely declined the kindness, saying, "We shall sail in a few days, and I guess the *George* will get home as soon as the *Brookline*."

August 24, 1832, seventeen days after the *George* left Salem, the brand new ship *Dover*, Capt. Austin, sailed from Boston for Calcutta. Before the *George* sailed, wagers were laid that the *Dover* would make the shorter passage, that she would arrive out first, and that she would complete the voyage first. The *George* arrived at Calcutta in 136 1-2 days from Salem, as before stated. She loaded her home cargo, and was proceeding down the Hoogly river, when a ship was seen coming up the river, bound to Calcutta. "What ship and from where?" shouted Capt. Lovett. The reply was drawled out, "The *Dover*, 170 days from Boston." The first news of the *Dover* after she left Boston was brought to Salem by the *George* in the foregoing report. Such were some of the instances of sailing ship days, now no more.

Thomas Williamson, who was induced to try a voyage on the *George*, in the hope that a sea trip would result



beneficially, died on board the *George*, of consumption, off Sand Heads, Feb. 12, 1833, on the homeward passage. He was off duty most of the outward passage, and was in the hospital at Calcutta six weeks. When the *George* sailed for home he begged Capt. Lovett to take him and not to leave him there alone to die. His request was granted.

#### EIGHTEENTH VOYAGE.

Sailed from Salem July 7, 1833, for Gibraltar, Jonathan H. Lovett, Jr., master. She was to load quicksilver for South America. She arrived at Gibraltar July 27, and remained there seven months, and finding it impossible to obtain a cargo, returned to Salem. She sailed from Gibraltar Feb. 28, 1834, and arrived at Salem April 1. Passage out, 20 days; home, 32 days, both good. Voyage, eight months, twenty-five days. Duties, \$149.18.

#### OFFICERS AND CREW.

Master, Jonathan H. Lovett, Jr., Beverly; mate, Benjamin Balch, Jr.; second mate, William H. Allen, Salem; supercargo, Samuel Barton, Salem; carpenter, John Burns, Salem; seamen, Henry Warden (New York), Salem; William Harris and Nathaniel Lane, Salem; William C. Fauvell (Baltimore), Salem; James Bates (Washington), Salem; William Upton, Timothy Greenleaf, Henry B. Manning, and Perley Z. M. P. Putnam, Salem; John James (Anconia), Salem; Caleb Buffum, Jr., and Thomas Brown, Salem; steward, John Tucker, Salem; cook, John G. Powell, Salem.

Consignees—Joseph Peabody, merchandise and 46 gallons red wine from Gibraltar.

#### NINETEENTH VOYAGE.

The foregoing voyage not proving to the liking of either the ship or the owner, she was returned to her first love, the Calcutta trade. Sailed from Salem July 30, 1834, Jonathan H. Lovett, Jr., master. Crossed the Equator Aug. 27, 28 days out; passed Cape Good Hope Sept. 24, 56 days out, and arrived at Sand Heads Nov. 15, 109 days from Salem, and at Calcutta Nov. 19. Left



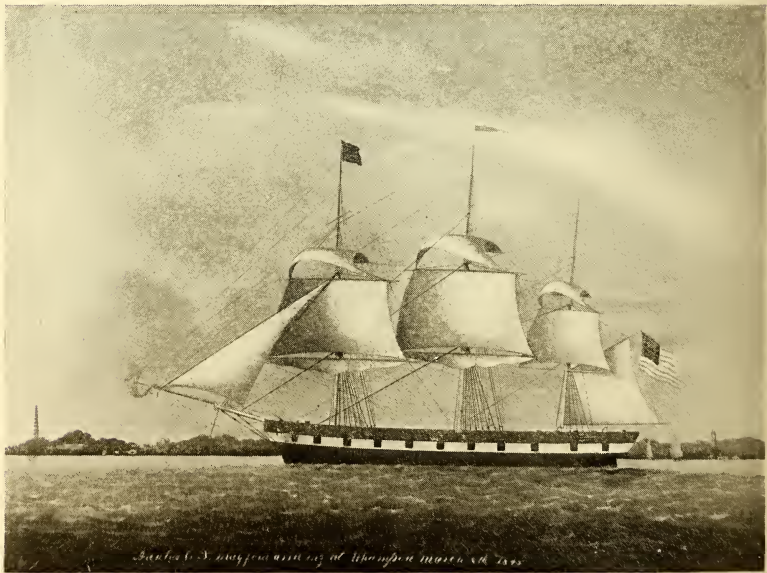
Ship Alfred of Salem  
 260 Tons Built 1812  
 Privately 1812  
 From the original by  
 Nicolai Carmillieri  
 owned by Mrs. J. B. (Dugan)



SHIP "ALFRED" OF SALEM

Joseph Felt, Master. Jacob Gottfreid Agge, Mate.

From a copy of the original water-color painting by Nicolai Carmillieri, in 1807,  
 now in the Peabody Museum, Salem



SHIP "AREATUS" OF BOSTON

Built at Bristol, Maine, in 1837. Lost in 1850.

From a painting in possession of the Peabody Museum, Salem

Calcutta Feb. 8, 1835; Sand Heads, Feb. 12; passed Cape Good Hope April 5, 53 days out; crossed the Equator April 29, in longitude 31.30 W., 76 days out, and arrived at Salem May 25, 1835, 102 days from Sand Heads. Voyage, 9 months, 25 days. Duties, \$16,374.24.

#### OFFICERS AND CREW.

Master, Jonathan H. Lovett, Jr., Beverly; mate, Benjamin Balch, Jr., Salem; second mate, William H. Allen, Salem; supercargo, Samuel Barton, Salem; carpenter, Ezekiel Goss (Mendon), Salem; seamen, Daniel Andrew, Salem; John Johnson (Sweden), Salem; Stephen Church, Beverly; James Symonds and John Hancock, Salem; John Shurtleff (Philadelphia), Salem; Oloff Anderson (Sweden), Salem; Charles E. Flagg, Beverly; Custadia M. Vieira (Brazil), Salem; John F. Lovett, Beverly; Caleb Buffum, Jr., Salem; Thomas V. Oliver (Weathersfield, Vt.), Salem; steward, John Tucker, Salem; cook, London Ruliff, Salem.

Consignees—Joseph Peabody, William H. Allen, Benjamin Balch, Jr., Samuel Barton, Jonathan H. Lovett, Jr.

Passengers from Calcutta, Mr. Haines, Miss Eliza Haines and servant, John W. Kalon, and John A. Burnham.

The *George* did not always wait for favorable weather, when ready for sea. When she sailed from Salem on this voyage, July 30, at 2 P. M., the wind was east and the weather thick and rainy.

On the outward passage the ship averaged five and a half knots an hour, and the distance sailed was only 14,581 miles by the log.

#### TWENTIETH VOYAGE.

Sailed from Salem June 16, 1835, for Calcutta, Benjamin Balch, Jr., master. Crossed the Equator July 19, 33 days out; passed Cape Good Hope Aug. 24, 69 days out, and arrived at Sand Heads Oct. 7, 113 days from Salem. Left Calcutta Jan. 6; Sand Heads, Jan. 9, 1836; passed Cape Good Hope March 4, 55 days out; crossed the Equator

tor March 26, in longitude 28.34 W., 77 days out, and arrived at Salem April 20, 102 days' passage. Voyage, ten months and four days. Duties, \$15,929.98.

#### OFFICERS AND CREW.

Master, Benjamin Balch, jr., Salem; mate, William H. Allen, Salem; second mate, Stephen Church, Beverly; supercargo, Samuel Barton, Salem; carpenter, Ezekiel Goss (Mendon), Salem; seaman and clerk, Thomas V. Oliver (Weathersfield, Vt.), Salem; seamen, Philip Manning, Jr., Joseph Trask and John Patey, Salem; John Fisher (London), Salem; William Shaw (Liverpool), Salem; John Murey (Western Islands), Salem; John Barnes (Wilmington, N. C.), Salem; John Messervy and Augustus Hitchens, Salem; Thomas A. Robbins, Danvers.

Consignees—Joseph Peabody, James B. Briggs, Joseph W. Peabody, Benjamin Balch, Jr., William H. Allen, Samuel Barton, J. Chamberlain.

Previous to leaving Calcutta on her twentieth voyage, the Banian merchants of that port presented to the ship a complete and beautiful "freedom suit" of silk signals and colors, which for many years remained in the possession of the late Colonel Francis Peabody, and possibly may still be in existence. When the ship was off Cape Good Hope, February 22, on this voyage, guns were fired from the quarter, the vessel was dressed from stem to stern in her new silk colors, and a general jollification took place, all in honor of the birthday of George Washington.

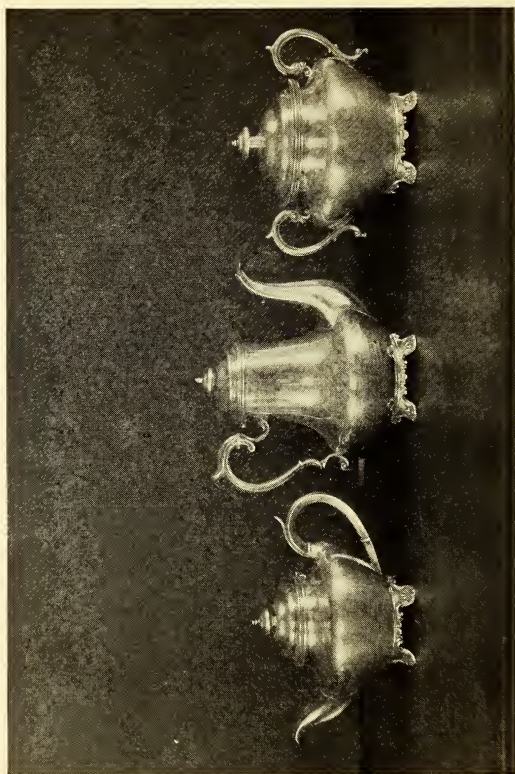
The *George* spoke in the Hoogly river, bound up to Calcutta, the ship *Trescott*, Capt. Lindsey, 130 days from Boston.

#### TWENTY-FIRST VOYAGE.

Sailed from Salem Aug. 5, 1836, for Calcutta, Benjamin Balch, Jr., master. Arrived at Calcutta about Dec. 12. Left Calcutta Jan. 25, 1837; Sand Heads, Jan. 30, and arrived at Salem May 17, 1837, 107 days from Sand







SILVER SERVICE PRESENTED TO CAPT. BENJAMIN BALCH BY THE PASSENGERS  
AND CREW OF THE ENGLISH SHIP "HEROINE," IN 1836

From the original, deposited in the Essex Institute Museum, by his grandchildren

Heads. Voyage, nine months and twelve days. Duties, \$17,043.29.

Deposited in the Essex Institute by Frank Balch, Mrs. Frederick W. Broadhead and Miss Elizabeth Balch, is a silver service of four pieces, which was presented to Captain Balch for his humane assistance at sea, on this voyage, of the passengers and crew of the English ship *Heroine*.

Captain Balch was on the passage from Salem to Calcutta when he sighted, on November 16, 1836, a ship showing signals of distress. He immediately bore down to her, and found her to be the *Heroine*, short of provisions, and bound from London for Calcutta, with passengers aboard. He supplied her with provisions and took some of the passengers aboard the *George*. The silver service bears the names of the passengers.

A Calcutta paper gives the particulars of the assistance rendered by Captain Balch to the passengers and crew of the *Heroine*, taken from the log book of the *Heroine* and republished in the *Salem Register* of May 29, 1837, as follows :

“November 16, 1836, at 6 A. M., after several days of anxious watching, we at last observed a sail about ten miles to windward, steering the same as ourselves, N. N. W. The ensign and signal, ‘I wish to speak to you,’ were hoisted in conspicuous parts. The stranger now bears towards us. Passengers all on the qui vive, and once more our countenances beamed with joy at the prospect of assistance.

“The gallant ship came most beautifully under our stern, and her commander inquired if we were in want of assistance. On an affirmative reply being returned, they hove to immediately. We then read on her stern, ‘*George, Salem.*’ The Coccle Shell so unwillingly supplied us by the *Navarino* served to convey the second mate and myself to the *George*, Captain Balch, from Salem for Calcutta, out 103 days.

“It will be difficult to describe the kind reception we met with on board of this hospitable American, who immediately offered whatever we required, and presently her boat, as well as ours, began loading with flour, biscuits,

bread, salmon, and other fish, pork, beef, some ropes, and half the quantity of potatoes remaining. The handsome manner in which these were given out and the kind feeling shown by the commander, officers and crew of the *George* considerably enhanced the value of their service. Even our own men were supplied by the American crew with tobacco, cigars, etc.

“Captain McCarthy’s feelings were quite overpowered, and he could not help going on board the American personally to thank them. Myself and some of the passengers, who were particularly anxious to get up to Calcutta without delay, were welcomed and most handsomely accommodated by the captain, the chief mate (William Henry Allen of Salem), who gave up his cabin, the supercargo (James B. Briggs of Salem), and I need not say much to convince you that we met with the noblest feeling of sympathy and kindness during the few days we were under the command of Captain Balch.”

The *Heroine* probably arrived at Calcutta all right, as no further mention was made of her, and all that she needed when the *George* spoke her was provisions. It will be noticed that the foregoing does not state when and where the presentation was made, but as the news was first published in a Calcutta paper, the inference may well be drawn that it took place in that city.

#### OFFICERS AND CREW.

Master, Benjamin Balch, Jr.; mate, William H. Allen, Salem; second mate, John Barnes, Salem; supercargo, James B. Briggs, Salem; seamen, Henry Johnson (Baltimore), Salem; Winfield Ricker (Dover, N. H.), Salem; Francis Deneasche (Genoa), Salem; John Stevenson (Hull, Eng.), Salem; William Richards, Samuel Benson and Henry B. Silsbee, Lynn; David Brown (Thomaston, Me.), Salem; Francis Pulsifer (Salem), Beverly (he was taken sick, and Richard Patterson was substituted); Edward H. Trumbull (Haverhill), Salem; Thomas V. Oliver (Weathersfield, Vt.), Salem; steward, John Tucker, Salem; cook, Hazard Fletcher (Marblehead), Salem.

Consignees—Joseph Peabody, James B. Briggs, Joseph







CAPT. WILLIAM HASKELL

1768 - 1833



BENJAMIN A. WEST

Merchant

1820 - 1877



CAPT. JOHN GOLDSMITH

1808 - 1863

W. Peabody, Benjamin Balch, Jr., William H. Allen, John Tucker, Tucker Daland, Daniel Perkins, T. V. Oliver.

After her twenty-first voyage, the old ship was sold to Jefferson Adams and Caleb Smith, and was fitted for a voyage to South America. She sailed from Salem Sept. 24, 1837, Jefferson Adams, master, for Pernambuco and a market. She arrived at Pernambuco Nov. 4, proceeded to Bahia and Rio Janeiro, and was condemned at Rio Janeiro previous to January 12, 1838, and sold for 6000 millreis, and this was the end of the old Salem ship *George*, small in size, but great in achievement.

The writer has before him a copy of a note written to him many years ago by the late George B. Foster, which reads as follows: "When Captain Peabody decided to sell the ship in 1837, her former officers got up a fishing party, and with other friends, one summer morning in June or July, 1837, went down the harbor in the yacht *Caravan*, and caught a fine mess of cod and haddock. At noon they boarded the *George* at her anchorage, and with the addition of another party from the shore, Tucker Daland, the clerks from the counting room, supercargoes, captains, and other officers of former years, had a glorious dinner on the old ship. Captain Balch, Captain Endicott, Captain Briggs, Captain William H. Allen, and other officers, myself and other friends, were present. One in particular I recall (the relative of the man who made up his mind, if Colonel Leslie, at North Bridge, in February, 1775, ordered his soldiers to fire on Robert Foster and his party, who 'hoisted the Draw,' to clinch him around the waist and jump overboard with him), whose brilliant fun kept the party in royal spirits all day. I well remember when the *George* sailed from Salem on her last voyage. We watched her departure as that of an old friend, which she was, and one very dear to us all, because of the memories that clustered around her. It was a day of sorrow in Salem."

The following is a tabular statement of the several voyages of the *George*, her entrances at the Salem Custom

House, the names of her commanders, and the amount of duties paid on her several cargoes :

Date	Captain	Duties
June 13, 1816,	William Haskell,	\$48,272.07
Sept., 1817,	Thomas West,	48,968.72
April, 1819,	“ “	44,519.45
May, 1820,	“ “	38,239.42
April, 1821,	Samuel Endicott,	21,940.39
April, 1822,	“ “	17,257.91
April, 1823,	“ “	21,910.96
May, 1824,	“ “	28,082.63
May, 1825,	Thomas M. Saunders,	59,778.56
May, 1826,	“ “ “	47,931.53
May, 1827,	Samuel Endicott,	42,915.57
May, 1828,	Thomas M. Saunders,	21,875.72
June, 1829,	“ “ “	21,055.68
May, 1830,	Samuel Endicott,	42,915.57
May, 1831,	“ “	44,933.48
April, 1832,	Jonathan H. Lovett, Jr.,	60,386.20
May, 1833,	“ “ “ “	17,162.94
April, 1834 (Gibraltar),	“ “ “ “	149.18
May, 1835,	“ “ “ “	16,374.24
April, 1836,	Benjamin Balch, Jr.,	15,929.98
May, 1837,	“ “ “	17,043.29
Total,		\$651,743.32

A glance at the *George* will be of interest at this time. Her length, beam, and depth of hold have been before stated, but the following was related to the writer in the course of an evening by the late Captain Thomas M. Saunders and Captain Charles H. Allen: “The deck was one unbroken sweep from the bow to the stern. The only house on it was the “doctor’s office” (galley). Forward was the old-fashioned windlass, which required all hands to weigh anchor; also the fore-castle, companionway. Aft was the long tiller, wheels not being in use in those days, and the cabin companionway. There were but two hatches, and through them were lowered and hoisted thousands upon thousands of dollars’ worth of cargo.

“All of the cables, with the exception of one for the starboard anchor, were made of rope, and it was not until the ship had made many voyages that the chain was car-

ried. One cannot help being amazed as he compares, in his mind's eye, this world-trotter with any of the modern clippers of later years, any one of which she could out-sail. The latter had magnificent cabins, luxuriously furnished, and spacious forecastles, galley and other houses, fitted with conveniences, on deck.

"Below:—Aft was the cabin, divided by a single partition, the forward part being used for the dining room. Opening from this were the "staterooms" of the captain, mate, and supercargo. In the after cabin was the second mate's stateroom, by far the pleasantest on the ship. The officer could stand in the middle of it and obtain a fine view through the two large stern windows of the rolling, tumbling, never quiet ocean. Just forward of the cabin were the steward's and store rooms.

"Then came the 'tween decks' space, forward of which was the forecastle, with its bunks for the crew. When the ship was in ballast trim, 'Jack' would sling his hammock in the 'tween decks,' but when the vessel was loaded there was no connection between the cabin and fore-castle, excepting by going up on deck. As one left the ship he noticed that she had painted ports, and those, with the peculiar rake of her masts, gave her the appearance of a man-of-war."

An important member of the ship's company was a very large black and white cat, that the crew named "George," because that name fitted the feline. "George" made three voyages in the ship—the second, third and fourth. On the fifth voyage he was taken aboard the ship, but somehow made his escape. The morning after the ship sailed he was found sitting on the doorstep of the house of Second Mate Thomas M. Saunders. When the ship returned, "George" was away on a voyage to Cape Good Hope, having been borrowed by the master. The sixth voyage was made without him, but when the ship started on her seventh voyage the cat, which had in the meantime been at the home of Mate Saunders, was again taken aboard the *George*, and this time was perfectly contented to remain. He was a great favorite with the crew, and he had free range of the whole ship, and, like Robinson Crusoe, he was monarch of all he surveyed, and his right



there was none to dispute. At sea, he would go over the ship into the channel, in good weather, watch his chance, and catch a flying fish for a repast, after which he would sprawl himself on deck and go sound asleep. In port at Calcutta, he never offered to leave the ship, but would often go up the mast and out on the yards and watch the men at work. On the seventh voyage he became poisoned in some way, and died. Requies cat in pace!

The writer never learned that the ship ran short of food, but the supply of firewood on the second voyage, on the homeward passage, fell shy. To make the matter worse, the cook was taken sick, and a sailor being obliged to take his place, the natural result was an increased consumption of fuel. By the strictest economy, however, and by being put on allowance, the stock lasted until the ship reached Salem.

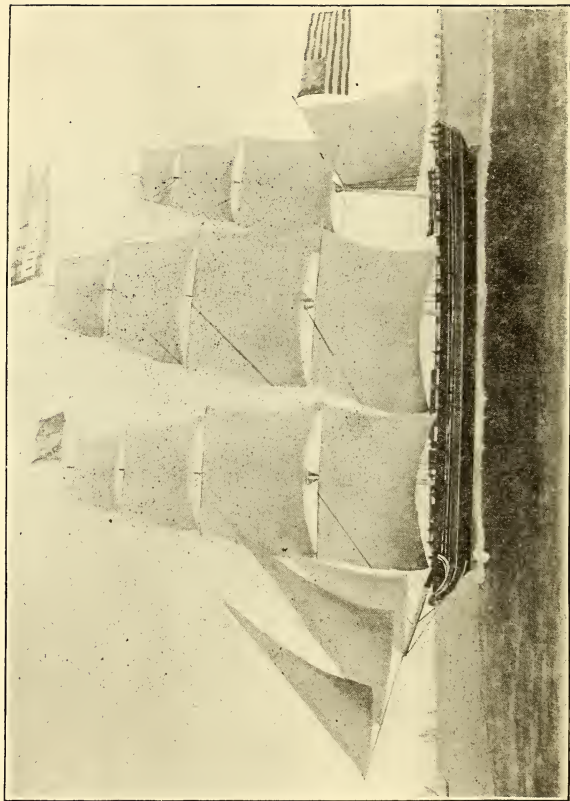
Frequent reference in these articles has been made to the crack sailing of the ship. Captain Saunders, in his twelve voyages from boy to master, never saw her beaten. "Yet," he said to the writer, "I never knew her to make over thirteen knots an hour, for at that rate she would bury herself in the sea, and sail had to be shortened, for nothing was being gained. In light winds she would fan along when others were at a standstill. The largest day's work that I ever knew her to roll up was 250 miles. Some extreme clipper ships are recorded as having made in a day from 350 to 400 miles, but none of them, not one, has ever excelled her passage of 41 days from Cape Good Hope to a North Atlantic port (22 from St. Helena and 19 from the Equator). And where can be found a better average of 21 round voyages between Calcutta and the United States?

Perhaps some of the passages from Salem to the Equator appear rather long, but the fact must be borne in mind that the *George* almost always left home at the time of year when calms and light airs prevailed between those points. That fact considered, the passages, even then, are good.

The *George* was almost invariably piloted to sea by Captain Joseph Perkins, father and son, and from sea to







SHIP "NAVIGATOR," WILLIAM B. GRAVES, MASTER  
From an oil painting formerly in the possession of Miss Emma A. Graves

port by Captain Perkins or Captain Ambrose Martin. The shipkeeper for the first two voyages was Captain Thomas Phippen, and for most of her later voyages Philip Manning.

Her officers and sailors enjoyed an enviable reputation for seamanship, and Ephraim Emmerton, when supercargo, wrote, "All of the crew are skilled in lunars and navigation, and the cook only, an African, cannot read or write." At the time of their ceasing to follow the sea, of those who used "to hand, reef, and steer" aboard of her, 45 ranked as captains, 20 as mates, and six as second mates, and quite a number as supercargoes. The men who had charge of the culinary department were eminently trustworthy and unexcelled in any particular, while the floor of the cabin, always as white as snow, for it was not carpeted, the polished brass work, and the exquisite neatness of the cabin, testified to the diligence and pride of the stewards.

In a note written by the late Hon. Henry L. Williams, a former mayor of Salem, he states that Joseph Peabody built 26 vessels—12 ships, 11 brigs, and 3 schooners, and he owned at various times 59 vessels, as follows :

Ships (19)—Franklin, Cincinnatus, Sally, Augustus, Mt. Vernon, Francis, Janus, Glide, George, China, Catherine, Sumatra, Eclipse, Naples, Lotus, Duxbury, Carthage, Isaac Hicks, and New Jersey.

Barque (one)—Pallas.

Brigs (28)—Alonzo, Welcome Return, Sally, Betsey, Three Brothers, Three Friends, Neptune, Resolution, Catherine, Augusta, George, Rotund, Levant, Speed, Superb, Cossack, Dawn, Canton, Pioneer, Amazon, Niagara, Roque, Cambrian, Hope, Jason, Leander, Acorn, and Mexican.

Schooners (nine)—Equality, Cynthia, Fishhawk, John, Nabby, Hazard, Tiger, Hunter, and Tabitha.

Sloops (two)—Merrimack Packet and Lively.

Mr. Peabody imported from Calcutta, between 1807 and 1840, 4554 chests of Bengal indigo, about 1,500,000 pounds of which the ship *George* brought in 17 voyages, 3283 chests, about 755,000 pounds.

He shipped about 6500 men, and his ships made, among others, 47 voyages to St. Petersburg, 38 to Calcutta, 32 to Sumatra, and 17 to Canton. He promoted to captains in his employ 35 men who entered his service as boys, In addition to the foregoing, his vessels made 20 voyages to the North of Europe, 20 to Mediterranean ports, and many to the West Indies, Spanish Main, and along our coast. He was also largely engaged in a Northwest Coast Trading and Navigation company. He died Jan. 5, 1844, and his venerable form and dignified presence are remembered to-day.

#### CAPTAIN WILLIAM HASKELL.

It may be of interest to the reader to learn something of the officers and men of the *George* on her many voyages between Salem and the East Indies, and first will be presented a sketch of the original commander, Captain William Haskell.

From a paper on "Descendants of William Haskell of Gloucester," by Ulysses G. Haskell of Beverly, published in the Historical Collections of the Essex Institute, volume 32, the writer learns that Captain Haskell was born in Ipswich, in March, 1768, the son of Mark and Elizabeth (Ingersoll) Haskell, and he died in St. Jago, Cuba, April 25, 1833, aged 65 years.

He was mate of the ship *Cincinnatus*, owned by Joseph Peabody, on a voyage between Salem and Sumatra, 1802-1803, and commanded by Captain Samuel Endicott, Sr. The ship loaded a full cargo of pepper for Salem, but on the way home put into the Isle of France for provisions. There Captain Endicott was offered a sum for his cargo, much higher than he would receive for it in Salem, the cargo to be delivered in France at the owner's risk.

In July, 1803, when north of the Equator in the North Atlantic, the *Cincinnatus* was met by five English men-of-war, and was ordered to come alongside of the commodore's ship. Captain Endicott was ordered aboard, but before leaving the *Cincinnatus* he handed a bag containing the ship's cargo accounts, with instructions to Mr. Haskell to sink it in case the ship should be searched, because if

the ship was found to contain cargo for a French port, she would be confiscated.

The British officers came aboard and began a search of the ship, and at a signal from Captain Endicott, the ringing of the cabin bell, Mr. Haskell cut the line holding the bag, which was hidden in the rudder case, and the bag and contents sunk. The English officers finding nothing contraband aboard, allowed Captain Endicott to proceed, first notifying him that England and France were at war, that the Bay of Biscay was full of war vessels, and that all French ports were blockaded. Captain Endicott then came straight to Salem with his cargo, and arrived here in September, 1803.

On the next voyages of the ship, in 1803, 1804, 1805, and 1806, Captain Haskell was in command. In September, 1807, Mr. Peabody gave him command of his new ship *Francis*, but owing to the embargo, the ship did not leave Salem for two years. When she did sail the *Francis* was the first vessel to leave Salem on a voyage to the eastward of Cape Good Hope after the embargo of 1809. He commanded the *Francis* on other voyages, and probably other vessels, before being placed in command of the *George*. He joined Essex Lodge, A. F. and A. M., March 10, 1808, and the old Salem Marine Society October 31, 1806. He was a privateersman in the War of 1812.

#### CAPTAIN THOMAS WEST.

Captain Thomas West died at his home, 125 Essex street, Salem, Jan. 24, 1849. He was 76 years old, and had served as a privateersman in the War of 1812.

#### CAPTAIN SAMUEL ENDICOTT.

Captain Samuel Endicott died in Beverly, Jan. 28, 1872, in his 79th year. He was born in Beverly, July 18, 1793, the son of Robert and Mary (Holt) Endicott, his mother being a daughter of Rev. Nathan Holt of Danvers. Capt. Endicott was in the seventh line of direct descent from Gov. John Endicott. He was mate with Capt. Thomas West, and succeeded him in command of the ship, being



master from 1820 to 1824, and again in 1827, 1830, and 1831.

CAPTAIN THOMAS M. SAUNDERS.

In an illustrated volume, entitled "A Record of the First Fifty Years of the Old Ladies' Home, at Salem," the late Hon. Robert S. Rantoul wrote the following interesting sketch of Captain Thomas M. Saunders :

"Captain Thomas Mason Saunders was born June 11, 1795, possibly in the brick house numbered 260 Essex street, and now known as "The Rainville." The house had belonged to his great-grandfather, Philip Saunders, and passed from him to his son Daniel, who was living at the birth of Thomas. There is little certainty about the place of his birth. His family at one time occupied the Joseph Jenkins Knapp house, which stood on Essex street, between Curtis and Orange streets, and has since then been removed around the corner, being now numbered 5 on Curtis street. They also lived at one time in the quaint old Morgan house, numbered 358 Essex street, in which Captain Saunders and his sisters, Mrs. Johnson and Mrs. Stevens, have owned shares, and in which Washington is thought to have visited the Clarkes in 1756. The house is employed as an illustration in the elaborate Pickering Genealogy and in the Institute Memoir of Frederick Townsend Ward. Captain Saunders must have been born in one of these three houses.

"His father, Daniel Saunders, Jr., a well-known master mariner of Salem, encountered, in 1792, terrible seafaring experiences, which led to the publication of a biographical narrative of what he endured at the cruel hands of the Arabs on the east coast of Africa and of his thrilling escape. The book, printed by Cushing at Salem in 1794, is entitled "A Journal of the Travels and Sufferings of Daniel Saunders, Jr., a Mariner upon Board the Ship Commerce of Boston, cast away near Cape Morebet, on the Coast of Arabia, July 10, 1792."

The catastrophe, which happened just before the birth of Captain Thomas Saunders, cannot fail to be of interest here. This is, in brief, the story: The father sailed



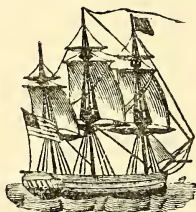
# Seaman's Journal.

JOURNAL OF A VOYAGE

From *Salem* to *Calcutta*  
in the *American Ship George* commanded  
by *Samuel Smalcott. Voyage*  
Begun in the year **1820** and termi-  
nated in the year **1821. 9 months 13 days**

KEPT BY

*Thomas M Saunders of Salem*



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Sold by **HENRY WHIPPLE**, at his Bookstore,  
**FRANKLIN PLACE....SALEM.**

TITLE PAGE OF AN EARLY 19th CENTURY LOG BOOK

Kept by Thomas M. Saunders on Ship "George"

from Salem for the Cape of Good Hope, May 4, 1791, as second mate of the Derby snow *Grand Sachem*, Captain Jonathan Carnes, master, proceeding to the Isle of France, where he arrived August 30, and quit the snow, preferring a place as able seaman on the ship *Commerce*, of Boston, Captain John Leach in command, Captain Carnes taking in exchange a seaman from the *Commerce*. Reaching Madras, March 25, 1792, Captain Leach turned the ship over to a Captain Johnson, a stranger to the coast. Bad weather prevailed. Says the log: "Sailed for Bombay; . . . Ship lost, July 10, on the coast of Arabia Felix; grounded two or three miles from shore at 3 A. M., on a dark night." The nearest port having European trade was Muskat. Travelling fifty-one days on foot, without supplies, in reaching Muskat, the party of twenty-seven—nineteen blacks and eight whites, all who had succeeded in getting ashore—three others had been drowned—were reduced to the last extremity, and dropping out from exhaustion, one by one, the surviving remnant of them encountered every peril, privation, terror and distress, which human beings could possibly survive. The sun's rays were at times so hot that camels refused to move, and the scorching sand blistered the bare feet by day, while it furnished them a welcome and the only covering for their rest at night. Stripped of their clothes, without hats to shield them from the midday sun, their flesh the prey of vermin, for days without drink, their only food dry, salted shark's meat, onions, crabs, and dates; sleeping under the stars, or pressing on by night that they might spare themselves the ardor and glare of the sand and the terrible potency of the sun; strangers to the refreshing sight of grass, no rain for fifty days of cloudless sky, a month without a razor or a comb, the bondmen of land pirates, roving Bedouins of the desert, the most daring of men, yet afraid to sleep under a roof, who scorn to abide continuously on a single spot of earth, their name for the ocean the 'water desert,' untaught children of nature's waste places, who live on rice, dates soaked in kurds, no eggs, no poultry, meat for their great feasts only, a kid, or perhaps a camel calf, for nuptial ceremonies or funereal rites, and for the general consumption

rats, lizards, snakes and locusts,—with such surroundings this was the life, if bare endurance can be accounted life, which the survivors of that unspeakable tragedy sustained. One after another they perished by the wayside, until, at the close of August, the eight survivors of the twenty-seven dragged themselves into Muskat, as their chronicler, Captain Saunders, hopefully and quaintly says, ‘once more placed in a situation to seek a living in this variegated, troublesome world.’

The mother of Captain Thomas Saunders was Sarah Phippen Gill, a granddaughter of Deacon David Phippen, one of the descendants of the Fitzpens of Dorset. Captain Saunders grew up with his sisters, being the only son of his father, who died before 1810, a wreck in health and fortune, and of a devoted mother, who secured a modest competency for the family by teaching a private school in the Morgan House. Circumstances fostered a manly independence in the boy before he left school. His sisters were Sarah, who married Captain Emery Johnson, and Eliza, who married John Stevens, a Salem tradesman. The grandfather of Captain Thomas Saunders, Captain Daniel Saunders, Senior, had married, in 1770, Sarah, a daughter of Captain Jonathan Peele, whose mother was Margaret, a daughter of Captain Thomas Mason, by his wife, Preserved Lambert. Philip, the father of Daniel, Senior, with Mary Elkins, his wife, lie buried just on the north of the entrance to St. Peter’s Church. Other kindred rest in the old Charter street ground.

In early life Thomas Mason Saunders had learned the calling of a compositor in the office of the *Essex Register*, but, preferring the wild freedom of the ocean to the confinement of the printing case, he abandoned that vocation to follow the sea. His first voyage was with Captain Nathaniel Phippen, in the brig *Betsey*, sailing in 1811 from Salem to Matanzas and return. He next shipped, in 1812, in the Peabody brig *Levant*, from Salem for Havana and back. Like so many of his townsmen, he sturdily worked his way from fore-castle to quarter-deck. At the age of seventeen, when war broke out, he joined the Essex Coast Guard, but left it to sail as mate, under Captain



Joseph Ropes, in the Crowninshield's famous privateer *America* on her first cruise, and, after some months of unvarying success, he re-enlisted, with a dozen of his fellows, for the second cruise. All of the squad, save Samuel Hutchinson and he abandoned the *America* and shipped on board a Portsmouth privateer, which sailed from that port and was never heard of again. He next shipped on Joseph Peabody's brig *Speed* for Havanna, and, on his second trip in her, was captured by a British frigate and suffered a long imprisonment in Bermuda. At the close of the war he sailed before the mast, May 23, 1815, on the first voyage of Captain Peabody's favorite ship *George*, named for his third son, and commanded by Captain William Haskell. In her he made a round dozen of wonderful Calcutta voyages, rising through every grade of service from able seaman to master, and commanding her on her four passages in the years 1824, 1825, 1827, 1828. Neither Captain Saunders nor Captain Endicott, nor any mariner who trod the *George's* decks—they were of the best blood of Essex County—ever tired of sounding the praises of that ocean greyhound. She went and came with the regularity of a shuttle, her crews wore uniform, her discipline was worthy of a man-of-war, and Captain Peabody, on being rowed down the harbor to welcome her return from a long voyage, with a cargo of the nature of which he knew nothing,—there was neither cable nor wireless then, and the *George* sailed faster than a letter could be dispatched,—when he learned that Captain Endicott had shrewdly and wisely, but without orders, filled her hold, saluted that trusted navigator with the hearty ejaculation, "You have made my fortune."

"To have sailed as master of the *George* was among the distinctions of Salem seamanship, and Captain Saunders ranked with the best of commanders. The life of the ship was twenty-two years, and Captain Saunders sailed in her, as boy and man, on more than half of her voyages. Her average outward-bound passage to Calcutta was one hundred and fifteen days, and her homeward-bound passage averaged one hundred and three days. Captain Saunders, in 1825, navigated the *George* from Salem to Sand Heads in one hundred and ten days, and, in

1827, he brought her home in ninety-eight days. The ship won her freedom suit on her last voyage, when she was presented with a fine set of silk colors by the Banian merchants of Calcutta. This was in 1836-7. Forty-five graduates of this training school became masters of ships, and twenty-six others became mates.

"In the Derby employ, Captain Saunders commanded at sundry times the ship *Mt. Vernon*, the *Georgia*, and the *Briggs Brothers*, and in the Whites' employ he commanded the barque *Eliza*. He sailed his last voyage in the ship *Arab*, from Boston to Calcutta and back, as supercargo, in 1840.

The circumstances of his quitting Captain Peabody's employ and of his chartering the *Georgia* for himself and a few friends, are characteristic of the man. Tucker Daland was then in the management of the Peabody counting room, and, during a period of depression, suggested a reduction of pay. Captain Saunders said nothing, but started for Boston by the next conveyance, and, before his return, had become a merchant on his own account.

"Captain Saunders was a man of the most genial temper, and while far from garrulous, was a facile talker and made his conversation most entertaining to young and old, to those who had, like him, as well as to those who had not, enjoyed a wide acquaintance with the world at large. His descriptions of seafaring experiences in the East seemed to unfold Oriental life like a panorama before the listener. He was a ready and elegant penman, and made charts in red and black ink of his voyages around the world, some of which adorned the walls of his dining-room and some of which are preserved. Having quit the sea when he was but forty-five, he passed a long life amongst his friends at home, living always in the house so much identified with him, and busying himself with the occupations of his garden and of a delightful social and family life. He married, in May, 1823, Eveline Allen of Manchester, a daughter of Captain William Allen, and a half-sister of Captain Charles H. Allen of Salem. His wife, who survived him but a few weeks, died October 31, 1879.





CAPT. WILLIAM B. GRAVES  
1819 - 1872



CAPT. EDWARD H. TRUMBULL  
1822 - 1860



CALEB BUFFUM  
1816 - 1899

“Captain Saunders died in his 85th year, after a week’s illness, the only illness of his life, August 19, 1879. His children were three sons, and he outlived them all. The sons, who all followed the sea, were George Mason, Charles Franklin, and Edward Allen.

“Captain Saunders had been a youthful parishioner of Doctor Bentley, and was an attendant at the Sunday school of the old East Church on Essex street, and, later, at the newer house of worship on Washington Square. With no taste for public life, he yet allowed himself to be chosen to the Common Council for the years 1844 and 1845, and to the Board of Aldermen for the years 1846, ’47, and ’48. Some of the duplicate log books, which membership in the East India Marine Society required of him, as of every shipmaster, are preserved in the Society’s collection. He joined the East India Marine Society in 1826.”

#### CAPTAIN JONATHAN H. LOVETT, JR.

Captain Jonathan H. Lovett, Jr., died in Beverly, April 4, 1882. He went to sea when 15 years of age. At 19 he became second mate of the *George*, and he made nine voyages in her, the last four as commander. He was a member of the Dane Street Church, Beverly, 47 years. During the latter years of his life he engaged in the fishing business, and he was always noted for his promptness and fidelity in fulfilling all his obligations. He was the grandfather of Miss Annie F. Lovett of Beverly.

#### CAPTAIN BENJAMIN BALCH, JR.

Captain Benjamin Balch, Jr., was a son of the late Benjamin Balch, who for many years was a watchmaker and jeweler in Salem. The son early went to sea, and, in 1829, was mate of the ship *Glide*, which was totally wrecked at the Fiji Islands. All of the crew, excepting a few, were killed. He was held by the natives, at that time utterly barbarous, for over two years. They curiously tattooed his hands, feet, and portions of his body, and the colors held bright to the day of his death. The story is told in a small book entitled “The Wreck of the *Glide*.”



Hot and unhealthy climates broke down his constitution, and he was an invalid several years. He was the father of the late David Moore Balch, a distinguished chemist of California, who died several months ago, and of the late E. Frank Balch, so long agent of the Naumkeag Steam Cotton Company, Salem. A sketch of Captain Balch is printed in the Essex Institute Historical Collections, Volume VIII.

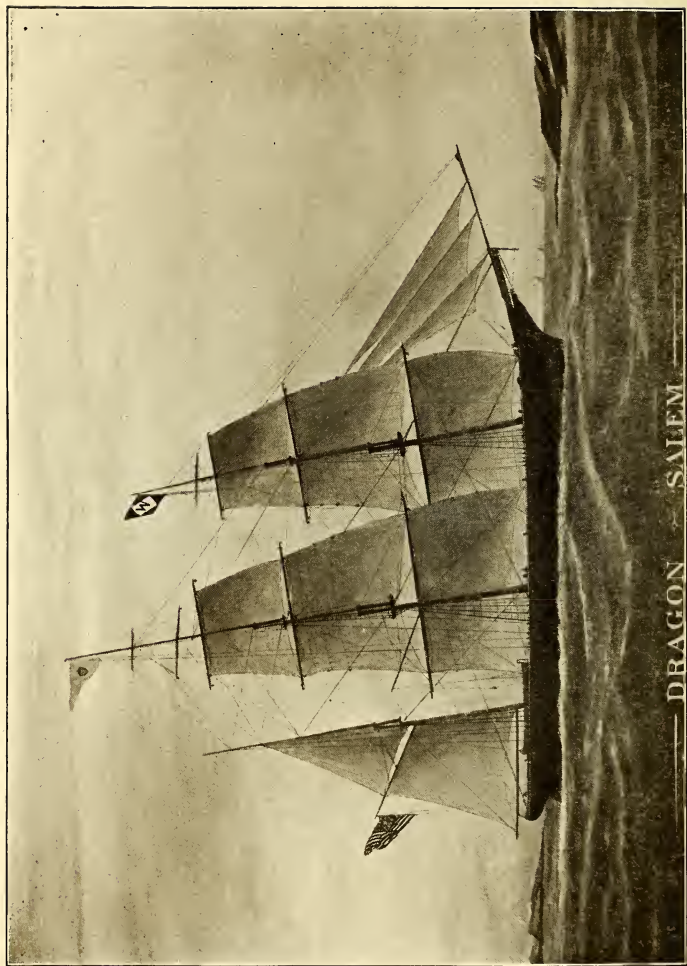
#### FIRST OFFICER.

Jacob Gottfried Agge, the first officer of the ship on the first and second voyages, was born in Carlsrona, Sweden. Just when he came to Salem the writer knoweth not, but before he was mate of the *George* he held the same position on the ship *Alfred*, Captain Joseph Felt, on a voyage to Marseilles. He married Miss Mary Gale of Marblehead in 1803, and he died in Salem in January, 1832, of typhoid fever. The late Jacob Agge, who for many years carried on the blacksmith business in South Salem, and who is well remembered by older Salem people, was his son. William Agge and the Misses Anna A., Chattarina W., and Emily M. Agge of Linden street, are his grandchildren, and in their home hangs a beautiful picture of the ship *Alfred*.

#### SECOND OFFICER.

Charles Henry Allen left the ship after his fifth voyage. He was born in Salem, July 31, 1810, in the Wellman house, still standing, on the corner of Hardy and Derby streets. He was the son of Captain William Allen, a shipmaster. Oct. 10, 1826, he shipped as a green hand on the brig *Midas*, owned by Stephen W. Shepard, whose counting room he left to go to sea. He arrived home June 15, 1827, the vessel having been sold during the voyage. He then joined the *George*, as a light hand, and made five voyages in her, the last two as second mate. He made two voyages in the brig *Leander*, Capt. James Silver, one to Smyrna and the other to Matanzas, between voyages in the *George*. Leaving the *George*, he became mate of the ship *Brookline*, Captain George Pierce, owned by Stephen





BARK "DRAGON"

Built at Newbury, in 1850. Owned by Benjamin A. West and others.

From an oil painting now in possession of Arthur W. West

C. Phillips, making a double voyage in her between Salem, Batavia, Whampoa, Hamburg, Batavia (second time), Manila, Whampoa, Manila and New York, being absent thirty-three months. He next commanded the *Brookline*, the ship *Eliza*, ship *St. Paul*, in which he made five voyages, the ship *Syren*, and the ship *Shirley*, all of Salem. He spent thirty-three years and six months abroad, made twenty-two voyages to India, fifteen as master, four to other countries, and went around the world three times. He never used tobacco or liquor in his life. He died in Salem, May 28, 1899, in his 89th year.

#### SUPERCARGOES.

Daniel Hopkins Mansfield, who was the first supercargo of the ship, died in Salem, Dec. 24, 1874, aged 73 years. He joined the ship at Pernambuco, and was then only 14 years of age. He followed the sea long after leaving the *George*, and was master in the African trade, sailing several voyages as commander of the barque *Emily Wilder*. He was later United States consul at Zanzibar, and was most efficient in the discharge of his duties. It is related of him that while at Zanzibar two sailors came in from sea in an open whale boat. They claimed that their ship had been wrecked, and they applied to him for assistance. He did not like their appearance, but took charge of them for a while. He was satisfied that they were deserters and had stolen the boat. The men found they were suspected, and disappeared. He sold the boat, and when the whaler to which they belonged put into Zanzibar for supplies, Captain Mansfield paid the money over to the commander. For many years Captain Mansfield was a member of the First Baptist Church in this city.

#### SAMUEL ENDICOTT.

Samuel Endicott died in Salem, May 1, 1828, after a short illness, aged 65. He was a direct descendant of Governor Endicott; in early life an active shipmaster, and afterwards an enterprising merchant. Captain Endi-

cott had represented this town in the Legislature of the Commonwealth, and sustained in the various relations of life a fair and unblemished character. A faithful husband and kind parent, he has left behind him a most interesting and lovely family to mourn this melancholy bereavement. —*Salem Register* of May 5, 1828.

#### EPHRAIM EMMERTON.

Ephraim Emmerton, supercargo of the *George* in 1820 and 1821, under Captain Endicott, died in Salem, March 22, 1877, aged 85 years. In early life he was a mercantile clerk to his relative, Captain Clifford Crowninshield, and subsequently made several voyages around the world. He was a member of the Salem East India Marine Society fifty-four years, and in the library of that society is a journal kept by him while in the *George*. After leaving the sea he became a merchant and engaged in foreign commerce, with a success commensurate with his energy, enterprise, and sagacity. He was a member of the famous old Essex Guards, a company organized for home defence during the War of 1812. Captain Thomas M. Saunders was also a member, and he and Mr. Emmerton were afterwards shipmates together on several occasions, notably in the *George*, when the former was first officer. Mr. Emmerton was the father of Captain Charles S. Emmerton, a Civil War veteran, now living in Salem, and the late George R. Emmerton and Captain E. Augustus Emmerton of the old commercial firm of Ropes, Emmerton & Co. of Salem.

#### SAMUEL BARTON

Died in Salem, Feb. 1, 1840, of consumption, aged 35 years. He was supercargo on the 11th, 12th, 13th, 14th, 15th, 17th, 18th, 19th and 20th voyages of the ship, making more round trips in her than any other person, with the exception of Captain Saunders, whose voyages numbered twelve.

(*To be continued.*)



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VOL. LIX — JULY, 1923.

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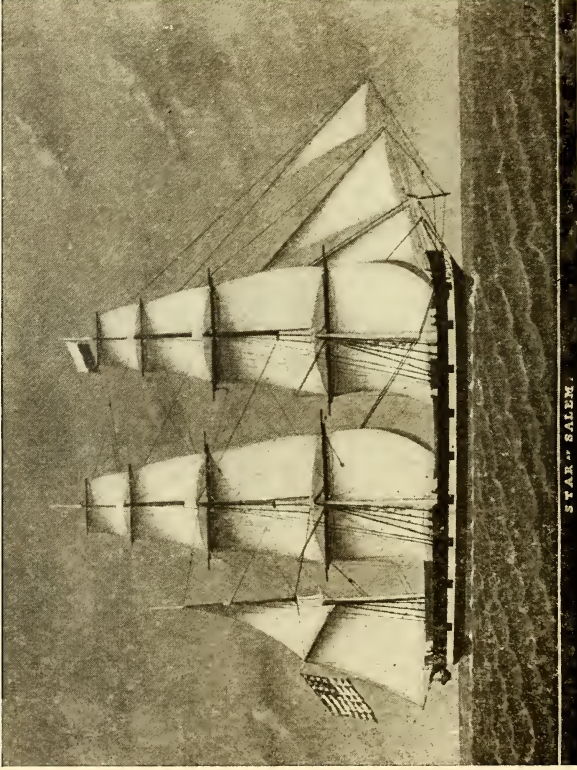
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STAR OF SALEM.

BARK "STAR" OF SALEM, 212 TONS BUILT AT SCITUATE IN 1838

From an oil painting at the Peabody Museum, Salem

HISTORICAL COLLECTIONS  
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VOL. LIX

JULY, 1923

No. 3

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SALEM VESSELS AND THEIR VOYAGES.

THE SHIP "GEORGE."

BY GEORGE GRANVILLE PUTNAM.

(Continued from Volume LIX, page 192.)

CAPT. JAMES B. BRIGGS

Died in Salem, Dec. 3, 1857, aged 67 years. A notice in the *Salem Register* says: "Capt. Briggs was bred to the sea. For many years he was one of our most accomplished and trusted shipmasters and factors in the commerce with East Indies and China. When he relinquished this pursuit he was elected president of the Essex Insurance Company, and continued to discharge with fidelity and success the duties of this office till the expiration of the company's charter. . . . He was a gentleman well known and highly esteemed in this community. He was an amiable, upright, honorable man; a man of quick sensibilities and a cheerful and happy temper; a pleasant companion, a lover of children, unselfish, prompt in deeds of kindness and charity, and a good neighbor.

GEORGE W. ENDICOTT.

George W. Endicott, son of John and Mary (Putnam) Endicott, was born in Danvers, Jan. 15, 1800, and married, May 5, 1834, Sarah S., daughter of Abel Lawrence, merchant, and removed to Kingston, N. Y. He became a member of Essex Lodge, A. F. and A. M., June 14, 1825.

CAPTAIN WILLIAM HENRY ALLEN,

who was the last first officer of the *George*, in the 1835 and 1836 voyages, died in the Mindoro Sea, June 4, 1848, while commander of the ship *Hamilton*, which sailed from Manila May 30, 1848, for Boston. He was born in Salem,



Nov. 27, 1811, the son of Captain Henry and Mrs. Hannah E. Allen, and was a grandson of Captain Edward Allen. He was a clerk in the counting room of Nathaniel West on Derby wharf in 1830, and he joined the *George* as a boy in August, 1831.

His promotion was rapid, as he was a highly intelligent man. In six years' time he became master of a vessel—the brig *William Penn*. The brig was the smallest belonging in Salem, and was owned by Captain Allen and William A. Rea. She was only 82 50-95 tons, was built in Salem in 1832, was 69 feet and 4 1-2 inches long, 17 feet and 10 inches beam, and 7 feet and 6 inches depth of hold. Captain Allen sailed from Salem, Sept. 14, 1837, for Cape de Verde Islands, Rio Janeiro, and a market. He sold her at Rio Janeiro and returned as passenger in the *Avon*, Aug. 23, 1838. Antonio Imperial, a well-known and very efficient Salem mariner of his time, was mate of the *William Penn*. In 1841 Captain Allen was master of the ship *Mason*, and Captain Charles D. Mugford was mate.

#### SEAMEN.

Captain William Driver, "Old Glory," as he is known to-day wherever flies the Stars and Stripes of America, was born in Salem, March 17, 1803, and he died in Nashville, Tenn., March 2, 1886. He lived in Nashville nearly half a century. He graduated from the old West grammar school, Salem, under Masters Hacker, Sawyer and Emerson, successively, before he was 13 years old, and went to sea, continuing, to use his own expression, for many years, "backing and filling all over the globe, anywhere but the home of his birth, yet always at home, and never less alone than when alone."

After leaving the *George*, he made many voyages to different parts of the world, soon rising to command. In January, 1831, he sailed from Salem in command of the brig *Charles Doggett*, belonging to N. L. Rogers & Brothers. On this voyage occurred one of the most memorable events of his sea life, the rescue of the Pitcairn Islanders, descendants of the famous Mutineers of the *Bounty*. In July, 1831, he arrived at Matta Why (Dead or Still Water), the Matava Bay of Captain Cook. At the village of Bobi Ali (Small Water), he found sixty-five of the

inhabitants of Pitcairn Island, poor, sickly, despondent creatures, huddled together in a large thatch house, in which twelve of their number had died of a kind of ship fever, or typhoid. The gallant captain took them back to their native home, and received their most grateful acknowledgments.

Just an allusion must here be made to the story of "Old Glory" and of Captain Driver's sturdy patriotism during the Civil War. When General Nelson's wing of the Union army took possession of Nashville, in February 1862, Captain Driver carried his flag, "Old Glory," as he had been used to call it, to the State House, and hoisted it with his own hands on the Capitol, amid, as he wrote, the heaven-shaking cheers of thousands, "over this proud city," he added, "where I have been treated with scorn and shunned as one infected with the leprous spots."

This flag was an elegant one, 35 by 19 feet in dimensions, and was presented to him in a foreign port by residents to whom he had rendered some special service. He had concealed it in a "comfort" early in the rebellion, and kept it on or under his bed, not a child of his knowing where to find it. He wrote: "He had been my fellow-prisoner and bed-fellow for some ten months in Dixie, and stood much in need of an airing. He was beautiful to behold." The flag was carried through the war by the Sixth Ohio Regiment, and pieces of it were distributed.

#### CALEB BUFFUM.

Caleb Buffum died in Salem, Dec. 7, 1899, in his 84th year. Besides his two voyages in the *George*, he made one or two more in other vessels. He was an assessor of the city of Salem for many years. He was the father of Miss Alice Buffum of Salem and Mrs. James J. Ingalls of Chelsea and Frank Barr Buffum of Danvers.

A Seaman's Protection certificate granted to Mr. Buffum has been loaned to the writer, and a photograph of it is of interest. It is dated July 1, 1833, and is signed by William W. Oliver, Deputy Collector, to whom reference is made on page 21, whose name is attached, also, to hundreds of others, some of which may be found at the Salem Custom House to-day. Deputy Collector Oliver was one of the noted characters of his time. He lived on Broad street, Salem, in his later years. In arti-

cles on "A Century of the Salem Custom House," Hon. Charles W. Palfray, a former Collector, wrote in his paper, the *Salem Register*, in May, 1876, as follows concerning Mr. Oliver :

"William W. Oliver was born Dec. 10, 1778, and he died in Salem, Dec. 29, 1869, having lived 91 years and 19 days. In a letter now before me, written by him Oct. 11, 1858, Mr. Oliver says :

"I am now more than 80 years old. At the age of 12 years I went to live with Major Joseph Hiller, Collector of Customs of Salem. April 1, 1793, at 14, he took me into the Custom House. Aug. 13, 1802, Colonel William R. Lee was appointed Collector of Salem, and in February, 1803, he made me Deputy Collector. I continued with him till he died, October 24, 1824, and I settled his business to the end of December, 1824, when General James Miller was appointed Collector, and I continued deputy till April 10, 1839. I was in the office 46 years and 10 days. Another boy and myself did all the quick business in the office for ten years. In September, 1799, my superior in office, of the same age as myself (Dudley L. Pickman, who died November 4, 1846, aged 67), left the office to go to sea as supercargo of a ship to the East Indies, being then 20 years old. He died a few years since, and left his family twelve hundred thousand dollars. In 1799 another boy was taken to fill my place (Jonathan Holman, born February, 1785; died September 3, 1855, aged 70 years and 7 months), and we were in the office forty years together.

"The business of Salem increased very fast, and in the December quarter of 1807 the duties secured in Salem amounted to five hundred and thirteen thousand dollars. I had the care of all the money received and paid for more than thirty-six years. In the year 1808 the Collector sent to the United States Branch Mint in Boston \$504,326.82, a considerable part of which was gold, which I delivered to P. R. Dalton, cashier of the First United States Bank. Paid debentures, bounty and other demands, \$559,000. Whole expense of the Custom House, \$11,557.99; total amount of transactions, \$1,074,884.81.

From 1852 to 1857, inclusive, six years, the whole





WILLIAM W. OLIVER  
Deputy Collector of the Port of Salem



revenue of Salem was \$1,017,543. Expenses of collection for the six years, \$137,146.

"In 1808 I carried a large amount of gold to Boston, all of which I took from one bank. The Collector said, 'You must see it weighed here, and see it weighed in Boston.' I took the bags from the bank in Salem to the bank in Boston, and in no instance took my hand from the bag till I delivered it in Boston.

"My memory was so great that I could recollect dates and the tonnage of vessels so as not to turn to books.

"August 1, 1796, ship *Martha*, 340 tons, John Prince, master, cleared for the Isle of France, and the crew of this ship received the first protections of the United States granted by the Collector of Salem."

In addition to the foregoing, Mr. Palfray preserved a slip that he cut from the Boston Journal in 1850, written by Mr. Oliver, and which he permitted the writer of this story of the *George* to copy. The article contains a lot of curious and valuable statistics well worthy the pondering of citizens of Salem of to-day, as showing the tremendous commercial business done at this ancient seaport. Deputy Collector Oliver wrote:

"On the 28th day of April, 1798, the ship *Perseverance*, 245 tons, arrived in Salem from Canton, with 5000 chests Bohea tea on board, marked F. N. H. (Forrester, Nichols & Hodges). Simon Forrester owned the ship. In June, 1790, the ship *Light Horse*, Captain Ichabod Nichols, belonging to Elias Hasket Derby, and the brig *William & Henry*, Captain Benjamin Hodges, belonging to William Gray and William Orne, arrived in Salem from Canton.

"More tea was landed in Salem in the year 1790 than in any year since. Of fifteen vessels in Canton in the year 1789, five of them belonged to Salem—four to E. H. Derby.

"I filed a bond in the Custom House of Salem for the duties on the tea imported by the *Perseverance* (before mentioned). The penalty was \$60,000. I recollect the duties, at 12 cents, were a little over \$20,000, which I then thought was much money. The whole cargo, 5000 chests, about 180,000 pounds, was sold in Salem for \$140,000, or thereabouts. The *Perseverance* touched at

New York, with freight from Canton, and the New York merchants wanted the tea landed there.

“On the 7th day of July, 1800, the ship *Pallas*, of 331 tons, commanded by William Ward, father of Thomas Wren Ward, arrived from Canton in one hundred and ninety-seven days, and paid duties to the amount of nearly \$76,000.

“The ship *Mount Vernon*, belonging to Elias Hasket Derby, and commanded by his son, E. H. Derby, arrived in Salem on the same day from the Mediterranean, and proceeded to Boston. She was there, with her cargo, sold at auction, her owners having died in September, 1799. The *Mount Vernon* was a beautiful ship of 355 tons burthen, mounted 20 guns, and had on board 45 men. She was purchased by Messrs. Wait & Pierce of Salem, and was lost on her passage to Laguayra in the same year.

“In the year 1797, Enos Briggs of Salem built for Messrs. Wait & Pierce the ship *Friendship*, of 342 tons. She went to Batavia on her first voyage with \$50,000, returned to Salem the next year with coffee and sugar, which she took to Hamburg, and returned to Salem in July, 1799, with a cargo of dry goods and gin. She had on board on her return three trunks of laces, which cost \$14,000 in Hamburg. On her third voyage she went to Laguayra, and returned to Salem loaded with cocoa in bulk, 48,000 pounds of first quality indigo, and 50,000 pounds of coffee. After landing all her cargo, the cocoa was put in hogsheads, and she went to Cadiz, whence she returned to Salem in three months, and took the indigo and coffee to London, and returned to Salem from that port in three months. In all these voyages she was commanded by Israel Williams (father of former Mayor Henry L. Williams of Salem), who had gathered much money for his owners and himself. William Story of Marblehead, who was chief officer of the ship in these voyages, subsequently took command of her and went to Sumatra and Canton.

“In the year 1807, in the fourth quarter, thirteen ships barques and brigs arrived in Salem from Calcutta and Sumatra. The ship *Eliza*, of 512 tons, landed more than one million pounds of pepper, which cost three cents a

pound, and the duties were six and six-tenths cents per pound, the ship being Dutch built.

"In the same year 236 vessels entered in Salem from foreign ports, being the greatest number which ever entered at this port in any one year, and the duties, \$1,152,000, were greater than in any other year. In 1835 the duties collected amounted to nearly a million dollars, and in 1836 to more than a million of dollars.

"In May, 1821, two ships sailed from Salem in one day for Calcutta, with \$622,000 in specie (the *George* and the *Acasta* before mentioned).

"In the year 1798 the brig *Alert*, of 123 tons, commanded by Robert Gray of Boston, sailed from Salem for the northwest coast and Canton, and was captured by the French a short time after leaving Salem. Captain Gray formerly commanded the sloop *Washington*, which went out to the northwest coast in company with the ship *Columbia*, Captain Kendrick.

"On the first day of February, 1809, I took a correct list of 61 ships and 12 barques then belonging to Salem and Beverly, and only two of the owners are now living (1850).

"On the 29th day of October, 1789, I saw George Washington in Salem, and heard him say, 'Put on your hats, my men, you will get cold.' He slept in the southeast chamber of the brick house which stands near the Salem depot. On the morning of Oct. 30, 1789, six months to a day after he was proclaimed in New York President of the United States, I saw him mount the same white horse he rode during the war of the Revolution, for the purpose of proceeding to Portsmouth. He was accompanied by his black man William, who was with him during the war. He returned from Portsmouth by the upper road.

A query has been made regarding vessels built at Frye's Mills, and again the writer refers to Mr. Oliver, who published in the Salem Observer of January 7, 1871, the following list, the vessels being understood to have been built on the North river, in the vicinity of Frye's Mills, where are now extensive tanneries, currying establishments, and the like.

VESSELS BUILT BY EBENEZER MANN AT FRYE'S MILLS,  
SALEM.

1783.

[The first name in each line is that of the vessel; the second that of the owner; the third that of the master; and the figures against the name of the vessel represent the tonnage.]

Sch. Betsey, 91, Peter Lander, Peter Lander.  
Brig Dispatch, 96, Johnson Briggs, Johnson Briggs.  
Sch. Sally, 59, Ephraim Very, Ephraim Very.  
Sch. Sally, 65, John Leach, Benj. Tarrant.

1784.

Brig William, 182, Wm. Gray, Seward Lee.  
Sch. Sukey & Betsey, 88, S. Ingersoll, Thos. Bowditch.  
Brig Success, 103, Hugh Hill, Thos. Williams.  
Brig Fanny, 152, Benj. Goodhue, Thorndike Proctor.  
Sch. Betsey, 91, Daniel Peirce, Francis B. Dennis.  
Sch. Polly, 71, John Norris, Nath'l Knight.  
Sch. Betsey, 66, John Tucker, Jona. Tucker.  
Sch. Hannah, 50, Jas. Buffinton, Jas. Buffinton.  
Sch. Bee, 68, Wm. Gray, Hezekiah Wallace.  
Sch. Diligent, 82, Jos. Sprague, Jas. Buffinton.  
Sch. Whim, 78, Samuel Gray, Penn Townsend, Jr.  
Sch. Betsey, 60, Hugh Hill, Freeborn Woodberry.  
Barque Good Intent, 171, Simon Forrester, Michael Haskell.  
Brig Tryall, 119, Weld Gardner, David Ingersoll.  
Brig Ruthy, 148, Johnson Briggs, Johnson Briggs.  
Sch. Betsey, 108, Jerathmel Peirce, Henry Prince.  
Brig Lucy, 152, Caleb Low, John Frost.  
Brig Olive Branch, 158, Joseph Sprague, John Buffinton.  
Sch. Catharine, 87, Robert Leach, Jos. Henderson.  
Sch. Hopewell, 96, William Orne, Thomas Webb.  
Sch. Triall, 100, John Norris, John Tucker.

1794.

Sch. Betsey, 190, Daniel Peirce, Daniel Peirce.  
Brig Venus, 151, J. W. Fawsatt, W. Grafton.  
Sch. Friendship, 111, Benj. Lovett, H. Woodberry.  
Brig Hind, 136, Wm. Orne, Jona. Hodges.  
Brig Favorite, 141, Peter Lander, Peter Lander.  
Ship Good Hope, 187, Nathaniel West, John Collins.  
Brig George, 185, Josiah Orne, Josiah Orne.  
Ship Adventure, 184, John Norris, James Barr, Jr.  
Bark Eliza, 187, Joseph White, Gamaliel Hodges.







United States of America.

DISTRICT OF SALEM & BEVERLY.

*W. Oliver*  
 Collector of the District of  
 SALEM & BEVERLY, do hereby certify, that  
 an American Seaman, aged *30* years, or thereabouts, of  
 the height of *5* feet, *6* inches, of a *fair* complexion,  
 born in *Salem* in the State of *Massachusetts*  
 has *black* hair,

has this day produced to me proof, in the manner directed by the Act, en-  
 titled, "An Act for the Relief and Protection of American Seamen,"  
 and, pursuant to the said Act, I do hereby certify that the said *W. Oliver*  
*W. Oliver* is a CITIZEN of the UNITED STATES OF  
 AMERICA.

IN WITNESS WHEREOF, I have hereunto set my Hand, and Seal of  
 Office, this *10* day of *July* in the year of  
 our Lord one thousand eight hundred and thirty

*W. Oliver*  
 Collector.

SEAMAN'S PROTECTION PAPER OF CALEB BUFFUM, 1833  
 Signed by William W. Oliver, Deputy Collector of the Port of Salem

Ship Hazard, 215, J. & R. Gardner, Richard Gardner.  
 Brig Rambler, 165, I. Thorndike, John Moulton.  
 Brig Fame, 144, John Collins, George Archer.  
 Ship Prudent, 214, Nath'l West, B. Crowninshield.  
 Ship Borneo, 213, John Gibaut, John Gibaut.  
 Sch. Success, 92, Timothy Brooks, Joseph Campbell.  
 Ship Mary, 176, John Norris, John Burchmore.

Total number of vessels, 41 ; total tonnage, 5233 ; average tonnage, 128.

#### VESSELS BUILT BY CHRISTOPHER TURNER.

Sch. Good Intent, 89, James Silver, James Silver.  
 Brig St. Michael, 177, Edward Allen, Joseph Cook.  
 Ship Brothers, 256, O. & A. Mitchell, Elisha Folger, Jr.  
 Sch. Essex, 114, Wm. Fabens, Wm. Fabens.  
 Sch. Eliza, 132, T. Whitteredge, T. Whitteredge.  
 Sch. Hope, 92, Asa Hooper, Asa Hooper.  
 Sch. Lydia, 78, Tyler Parsons, Tyler Parsons.  
 Brig Mary, 202, Samuel Gray, Oliver Obear.  
 Ship Pompey, 188, Wm. Orne, David Crafts.  
 Ship Endeavour, 234, Simon Forrester, David Pulsifer.  
 Ship Hope, 282, J. & Jas. Barr, Jas. Barr.  
 Brig Forrester, 252, G. Nichols & T. Bryant.  
 Brig Brutus, 198, Nathaniel Garland.  
 Ship Hunter, 296, Wait & Peirce, Philip P. Pinel.  
 Brig Romp, 213, Ropes & Wellman, Wm. Lander.  
 Brig Independence, 223, Nath'l L. Rogers.  
 Sch. Rambler, 286, G. Nichols & T. Bryant, T. Bryant.  
 Brig Gleaner, 147, Joseph Winn, Joseph Winn,

Total number of vessels, 18 ; total tonnage, 3359 ; average tonnage, 156.

Turner, 12 years ; vessels,	18
Mann, 17 " " "	41
—	—
29	59

#### JOHN GOLDSMITH.

Captain John Goldsmith died in Salem, May 21, 1888, in his 82d year. He was a member of Essex Lodge, A. F. and A. M. He made his first voyage in the schooner *Regulus*, Captain Hill, up the Mediterranean. The vessel brought home a cargo of brandy and brimstone, and was 120 days on the passage from Gibraltar, an unusually

long and trying one, the craft being given up as lost. He was in the *George* on her 16th and 17th voyages, being then only 25 years old. He made twenty-five voyages to Africa, three to Calcutta, two to China, and others to Russia and up the Mediterranean. He was one of the California pioneers, making the passage in the barque *Nile*, of which he was master, his son John H., later a shipmaster, accompanying him.

#### JOHN HANCOCK.

John Hancock not only sailed in the *George*, but also in the *Eliza* and *St. Paul*, being second mate of the *St. Paul* on several voyages. When the figure-head was removed from the *St. Paul* he was greatly distressed, and declared as she sailed out of the harbor that she would never come back. His words proved true, as she was lost on the Island of Masbata, on her outward passage to Manila. Mr. Hancock also served two years in the United States Navy.

#### MICHAEL LORD.

Captain Michael Lord died in Salem, Sept. 23, 1879, in his 76th year. He commanded ships in the Sumatra trade.

#### CAPTAIN HENRY B. MANNING.

Captain Henry B. Manning commanded the brig *M. Shepard* in the trade between Salem and Para. He made several voyages, during which the vessel put up many records for speed and became famous as one of the fliers, on one occasion coming into Massachusetts Bay in only seventeen days from the river. He afterwards commanded the barques *Elizabeth Hall* and *Storm King*, and died on board the latter on July 29, 1857, at Aden, Arabia, in his 43d year. He was the father of — Manning and Philip Manning.

#### CAPTAIN CHARLES D. MUGFORD.

Captain Charles D. Mugford was born on June 17, 1844, sailed from Boston as master of the ship *Areatus* for the East Indies, his wife accompanying him on the voyage.

The ship went to Batavia, Manila, Tabayas, Hong Kong, Whampoa and Canton, and then sailed for home April 17; passed Anjier, Java, May 5, and arrived at Boston Sept. 9, 1845. Captain Mugford died in Salem, July 5, 1868.

#### CAPTAIN JAMES MURDOCK.

Captain James Murdock, who made two voyages in the *George*—1828, 1829—was born of American parents in Cuba, and came to this country when quite young. He was educated at Medford, Mass., and Exeter, N. H., and received the rudiments of a military education in Partridge's Military Academy, Norwich, Vermont. At the close of his school life he conceived a fondness for the sea and came to Salem, where he began a long and successful career upon the ocean.

His father was an intimate friend of Mr. Peabody, the owner of the *George*, and Mr. Peabody took the young man into his employ. On his return to Salem in his second voyage, he left Mr. Peabody's service and began to work his own way in his profession, and his promotion rapidly followed. At an early age he was master of a ship engaged in the East India trade, and he subsequently became one of the "crack" captains of Enoch Train's celebrated line of packet ships between Boston and Liverpool.

In 1848 came to him the sorest trial of his life, the severest happening that can come to a shipmaster in the very height of his glory, when his ship, the *Ocean Monarch*, was destroyed by fire, and several passengers lost their lives, when only a few hours out from Liverpool. The disaster sent a thrill of horror throughout the world, for the ship was crowded with passengers. Captain Murdock was exonerated from all blame, but the affair ended his career on the ocean. He lived a retired life the remainder of his days.

#### CAPTAIN PERLEY Z. M. P. PUTNAM.

Captain Perley Z. M. P. Putnam commanded vessels in the African trade, and died at sea while in command of the barque *Active* of Salem, when homeward bound. He was a son of the late Colonel Perley Putnam.

## CAPTAIN JOHN D. SYMONDS.

Captain John D. Symonds died in Salem, March 26, 1877, in his 85th year. He belonged to the North Salem family of that name, and was one of four brothers, the other three being Eben, Stephen and Danforth (Nathaniel D.) Symonds. He sailed once to Russia, but most of his voyages were to St. Jago, Cuba, in command of vessels owned by S. Chamberlain. Ordinarily the voyages averaged four a year, but one voyage was made by him in the brig *General Warren* in less than two months. He served Salem in the General Court and as superintendent of the almshouse, and was also an inspector in the Salem Custom House.

## CAPTAIN SAMUEL V. SHREVE.

Captain Samuel V. Shreve was born in Maine. He commanded the barque *Edwin*, and in the gold fever period he sailed in her for California, but put into Valparaiso and sold the vessel there. He next commanded the ship *Cleopatra* and the ship *Witch of the Wave*. He was a brother of Benjamin Shreve, founder and head of the firm of Shreve, Crump & Low, jewellers of Boston, and father of William Shreve, who entered the employ of the firm, and later became one of the partners. Retiring from the sea, he conducted a grocery on what is now Central street, and opposite his home. He married Miss Mary Moore, sister of the late David Moore of Salem, and he died in Salem July 11, 1870, aged 66 years.

## CAPTAIN EDWARD H. TRUMBULL.

Captain Edward H. Trumbull died at his home, 18 Winter street, Nov. 4, 1860, aged 35 years. He was the father of Walter H. Trumbull, of the old firm of Ropes, Emmerton & Co., and now the only surviving member of the firm, and of Captain Edward B. Trumbull, for many years engaged in the East Coast of Africa trade as master of the barque *Taria Topan*.



## CAPTAIN GEORGE WHITMARSH.

Captain George Whitmarsh, after leaving the *George*, continued in the employ of Mr. Peabody, and was mate of his ship *Eclipse* when that vessel was plundered and Captain Wilkins and a boy named William Babbidge were murdered. He brought the ship home, and was master of her for several voyages.

## CAPTAIN ENOCH WOOD.

Captain Enoch Wood of Boxford, before leaving the sea, commanded, from 1830 to 1850, several of the finest packet ships between Boston and Liverpool.

## PILOT PERKINS.

Pilot Perkins was a familiar name in Salem for many years. Joseph Perkins, who used to pilot the *George* to sea from Salem, was appointed a pilot Oct. 7, 1813, and he performed the responsible duties of that position until his decease in 1837. He officiated in that position aboard the United States frigate *Constitution*, "Old Ironsides," when she came into Salem harbor from Marblehead, after her escape from a British squadron in April, 1814. Joseph Perkins, his son, was appointed a pilot April 27, 1827, and his commission bore the signature of Levi Lincoln, then and for several years before and after Governor of Massachusetts. His son Joseph was appointed a pilot Jan. 7, 1857. Asa B. Perkins, a brother of the last named, also became a pilot, so that for about a century there was a Pilot Perkins of Salem. These officers conducted thousands of vessels in and out of the port of Salem, among them ships whose voyages are famous in the commercial history of Salem and the United States. Nathaniel F. Perkins of this city is a grandson, and Harold Millett Perkins of Salem, the haberdasher, is a great-grandson of the original Joseph Perkins.

## THE BARQUE "GLIDE."

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### AND SOME ACCOUNT OF THE AFRICAN TRADE.

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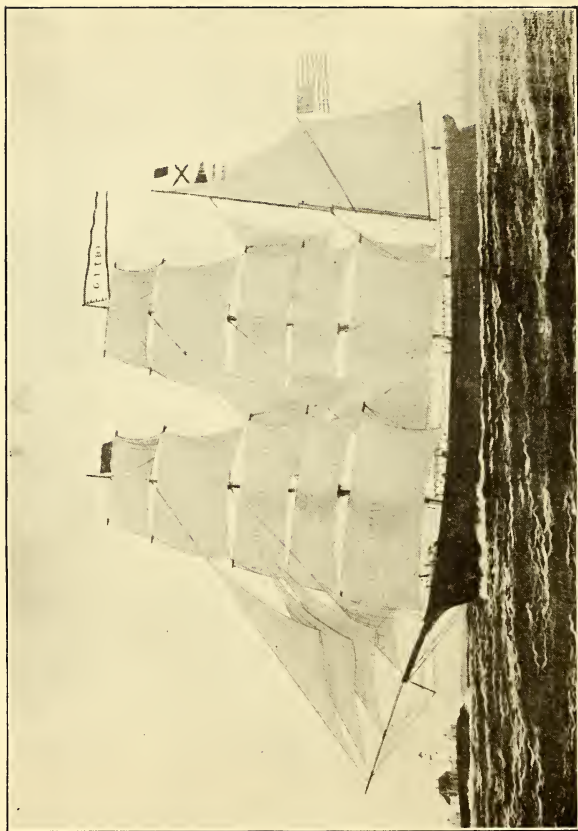
Leaving now the Calcutta trade, the writer asks his readers for the pleasure of their company in considering the trade Salem enjoyed with the East Coast of Africa, Madagascar and Arabia. He will deal principally with the barques *Glide* and *Taria Topan*, though others will receive attention.

The direct trade between Salem and Zanzibar was opened by the brig *Ann*, Captain Charles Millett, master, and owned by Henry Prince & Son of Salem. The *Ann* left Salem March 12, 1826, for Mocha. Arriving there, the captain found a scarcity of breadstuffs, left a clerk in charge, and went to Zanzibar and Lamo, where he obtained a homeward cargo. From there he went to Mocha, thence to Salem, and arrived home May 9, 1827.

A sketch of Captain Millett and his experience in the *Ann*, and of his wonderful escape from shipwreck, is told in the Historical Collections of the Essex Institute, and also in Volume one of "Salem Vessels and Their Voyages," published by the Institute. The providential escape of the *Ann*, in 1829, has been further commemorated by that delightful son of Salem, Rev. Charles Timothy Brooks, brother of Henry M. Brooks, for so many years secretary of the Essex Institute. In a poem by the reverend gentleman, for the celebration by the Essex Institute of the 250th anniversary of the landing of Governor John Endecott, September 18, 1878, Mr. Brooks writes :

" I was a boy when the brig Ann, a wreck,  
Crawled up to Derby's wharf and landed there  
Her Oriental cargo rich and rare.  
What sweets and fragrances, in frails and crates,  
Gum-copal, allspice, nutmegs, cloves and dates!  
Then filled the eyes of every Salem boy





BARK "GLIDE," JOHN McMULLEN, MASTER  
John Bertram, owner.      Wrecked at Tamatave in 1887

With mingling tears of sadness and of joy.  
We laughed to see how the old yellow stores  
Took in the bags of sweetmeats through their doors;  
We wept to see through what a hard fought fight  
The brave old hulk had brought us such delight.  
Sadly she seemed to figure as she lay,  
The sunset of our old commercial day."

From the first vessel to enter at the Salem Custom House from Zanzibar, the three-masted schooner *Spy*, Captain Andrew Ward, August 11, 1827, with a cargo consigned to Nathaniel L. Rogers & Brothers, until May 1, 1870, when the barque *Glide* was the last vessel to enter at this port from Zanzibar, there were 189 arrivals here from that port, and 145 of those entries were made between 1840 and 1860, the period of greatest activity in this trade.

The name that to-day comes first to one at all familiar with the facts is that of Captain John Bertram, Salem's eminent philanthropist and benefactor, as a merchant engaged in this trade. If, however, he should but scan the imposts books at the Salem Custom House, he will there find, with frequent recurrence, the names of Nathaniel L. Rogers & Brothers, Michael Shepard, David Pingree Joseph Peabody, Andrew Ward, Nathaniel Weston, James B. Curwen, Ephraim Emmerton, Tucker Daland, George West, Benjamin A. West, Michael W. Shepard, and other merchants.

Among the names of masters are those of William B. Smith (familiarily termed "Zanzibar Smith," because of his many voyages there), Augustus Staniford Perkins, Edward Brown, Francis Brown, William B. Bates, E. Augustus Emmerton, John Wallis, Joseph Moseley, Andrew Ward, Brackley R. Peabody, James Staniford Kimball, N. W. Andrews, J. P. Page, William McFarland, John McMullan, William Hollingsworth Hawthorne, Stephen Cloutman, James S. Williams, Nathan A. Bachelder, Edward B. Trumbull, William Beadle, John C. Pond, Charles O. Welch, J. Warren Luscomb, and others.



## BARQUE GLIDE.

April 25, 1861, the marine column of the Salem *Register* contained this paragraph:

“LAUNCH.—A splendid barque of about 480 tons, called the *GLIDE*, will be launched from Mr. Edward F. Miller’s shipyard in South Salem this day (Thursday), at 10 1-2 o’clock A. M.”

The vessel slid into the water according to announcement, many Salemites being aboard of her, and the pretty sight was witnessed by a large gathering of spectators. The *Glide* was officially registered at the custom house as 492.40 gross tonnage and 467.68 tons net; was 129.8 feet long, 29.2 feet beam, and 17.4 feet depth of hold.

## FIRST VOYAGE.

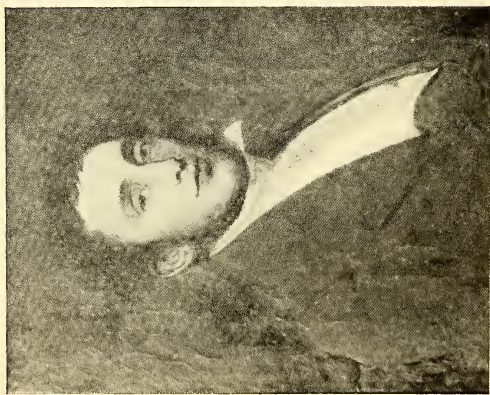
The *Glide* cleared from the Salem Custom House May 10, 1861, John McMullan of Salem, master, and John Bertram, owner, for Zanzibar, and she sailed the same evening at 8.30 o’clock. Arrived at Zanzibar August 20, 102 days’ passage, and sailed August 26 for Muscat, where she arrived September 10. Sailed thence for Aden, and from there November 21 for Zanzibar and Salem. She arrived at Salem March 21, 1862, from Zanzibar Dec. 22; 89 days’ passage, and having been 18 days north of Bermuda, with heavy N. W. gales. She brought a valuable cargo of dates, figs, hides, etc., to John Bertram. Voyage, ten months and eleven days.

Cargo—One hundred and eleven pieces Sciuivellas ivory, 3933 hides, 500 half and 1000 quarter bags coffee, and 215 bags gum copal. Duties, \$13,863.49.

Her commander, Captain John McMullan, was a native of Salem, and had sailed before in Captain Bertram’s employ. On Sept. 4, 1860, while in command of the barque *Glide*, the vessel was wrecked on a reef on the passage from Zanzibar for Aden, in latitude eight degrees and nine minutes north, longitude 51 degrees and 30 minutes east, Ras Hafoon bearing north, one-half west.

The mate of the *Glide* was William G. Churchill of Salem, and his wages were \$35 a month, and he will be remembered by older Salemites; Charles Miles, second





CAPT. JAMES S. WILLIAMS  
1843 - 1885



CAPT. WILLIAM T. SAVORY  
1827 - 1897

mate, wages \$25 a month; Charles A. Benson, steward, \$20 a month; John L. Jones, cook, \$18 a month; Alexander McCormic, Barnes A. Gardner, Benjamin Douglass, C. E. Manning and W. F. Cloon, able seamen, \$14 a month; Collins Ingalls Andrews, ordinary seaman, \$10 a month (he afterwards commanded the ship *Big Bonanza*, on long, deep water voyages to China and the East Indies; he was a brother of the late Augustus H. Andrews, for many years a driver in the Salem fire department, and uncle of Herbert C. Andrews, formerly of Salem, and now living in California); John O'Donnell, ordinary seaman, \$9 a month, and Daniel Riley and George E. Plander, boys, \$6 a month. The last three will be recognized as real down town boys.

It is to be regretted that the crew lists are not at hand of those who sailed on the *Glide* on her many voyages. Such names as will be used in this series of articles have been received from friends and from the Salem Custom House records of lists of crews, which are not complete.

#### SECOND VOYAGE.

Sailed from Salem April 23, 1862, at 7 P. M., John McMullan, master, for the East Indies. Arrived at Aden, Arabia, Aug. 25, via Zanzibar, where she arrived Aug. 5, and sailed Aug. 11. Returned to Zanzibar, and sailed thence for Salem Nov. 28, and arrived at Salem Monday, March 9, 1863. Experienced very severe weather on the coast. Took a pilot from boat *William Starkey* of Boston on Saturday morning, and anchored in Nantasket roads on Sunday morning. Was towed to Salem by tug *Charles Pearson*. Voyage, eleven months and sixteen days.

Cargo—Sixty-four packages, 14 barrels and one box of beeswax, 8000 hides, 602 bags, 14 barrels and seven boxes gum copal, 370 bags bird peppers, 116 pieces large ivory, 478 Scw. ivory, and 2060 frails dates. Duties, \$17,672.10.

#### THIRD VOYAGE.

Sailed from Salem April 7, 1863, John McMullan, master, for East Indies. Arrived at Mozambique June 27, 61 days' passage; sailed July 5 for Zanzibar, arrived July 7; sailed July 14, and arrived at Aden July 28; arrived

back at Zanzibar, and sailed for Salem Sept. 21. Arrived at Provincetown Jan. 8, 1864, and was towed from there by tug *Charles Pearson* to Salem, where she arrived Jan. 11, 1864. Was 27 days N. of Bermuda, with continual gales from west to north. Voyage, nine months and four days. The outward passage of 61 days to Mozambique is a fine one.

Cargo—One box of Malachise, 720 goat skins, 1140 Aden hides, 102 packages senna, 4402 Zanzibar hides, 915 bags cloves, 1639 packets clove stems, 247 pieces large ivory, 427 Scws. ivory, 881 bags pepper, 713 bundles coir yarn, 38 bags myrrh. Duties, \$40,242.92.

#### FOURTH VOYAGE.

Sailed from Boston April 13, 1864, John McMullan, master, for Zanzibar. Arrived at Zanzibar June 27; went to Aden, where she arrived July 27; returned to Zanzibar, and sailed thence Sept. 11 for Mozambique and Salem. Arrived home Dec. 7, in 81 days from Mozambique. Passenger from Zanzibar, William W. Goodhue of Salem. Voyage, 7 months and 24 days.

Cargo—Twenty-two bags gum arabic, 538 bales goat skins, 63 do. sheep skins, one do. hides, 200 12-20 Corges goat skins, nine pieces ivory, 102 one-quarter bales coffee, four bundles Zanzibar mats, four bags candy, two Rhorns, two barrels limes, five fee. Duties, \$14,698.45.

#### FIFTH VOYAGE.

Sailed from Salem March 23, 1865, John McMullan, master, for Zanzibar. Arrived at Aden July 20, via Zanzibar. Left Aden July 28, and arrived at Muscat Aug. 6. Sailed Sept. 13 for Zanzibar and Salem. Arrived at Zanzibar Oct. 12, in charge of the mate, William Hollingsworth Hathorne, Captain McMullan having died October 4 on the passage. Sailed for Salem Oct. 18, and arrived home Feb. 15, 1866. She put into Nantasket Roads night of Oct. 17, and was towed from there to Salem.

Master, John McMullan, Salem; mate, William H. Hathorne, Salem; crew, David Frederick, Aaron Moses, George Dexter, no residence given; William White,



Salem; Henry W. Emerson, Newton; John H. Fisher and Semon Peterson, Sweden, both discharged at Zanzibar; Thomas Clark, Concord, N. H.; Charles Mason, Daniel Riley, 19, Thomas Bowditch, 17, James D. Branigan, 15, and Joseph Miller, 15, of Salem. There were shipped at Zanzibar, Sam Baker and Alie Bin of Zanzibar and Victor — of Mauritius, who were certified by United States Consul Edward D. Ropes as being free blacks.

Mr. Ropes subsequently became the head of the firm of Ropes, Emmerton & Co., successors to the house of John Bertram, on the death of Captain Bertram, March 22, 1882.

Mrs. Kate McMullan, who was a passenger on the *Glide* and wife of Captain McMullan, died Aug. 3, 1865, three days before the vessel arrived at Muscat. Her husband, as before stated, died Oct. 4, 1865, eight days before the arrival of the *Glide* at Zanzibar.

Cargo—Thirty bundles of coir yarn, 523 frails dates, 99 packages goat skins, 70 bales cocoanut fibre, 547 goat skins, 103 sheep skins, 60 packages senna, 192 salted hides, eight packages coffee. Duties, \$5,477.81.

#### SIXTH VOYAGE.

Sailed from below Salem April 1, 1866, William H. Hathorne, master, for ports east of Cape Good Hope. Arrived at Aden Aug. 3, via Mozambique and Zanzibar, where she arrived July 8, and sailed July 12. Arrived at Muscat Sept. 18, from Aden, and sailed Nov. 17 for Zanzibar, where she arrived and finished loading for Salem. Sailed from Zanzibar Dec. 22, Mozambique Jan. 13, St. Helena Feb. 22, and arrived at Salem April 12, 1867. Passenger, Captain George W. Hall of Providence, R. I., of barque *Ella Virginia*, which was lost at Quillamane. Voyage, one year and eleven days.

Master, William Hollingsworth Hathorne; mate, James S. Williams of Salem; second mate, Henry Bertram, Salem; seamen, John Ford, Salem; Sargent S. P. Lee, Christian Peter Marchen, Charles H. Bell, John Schoemaker and Charles W. Taylor, Boston; Henry R. Bois, Salem; Peter Nielsen, Boston; light hands, Jesse A.

Stickney, aged 18, Charles O. Welch, Ernest D. Lord and Frank M. Real of Salem, 16 years old.

Charles O. Welch became a master in the east coast of Africa trade, served in the Civil war, was for many years a railway postal clerk, and at the time of his death was master of the Salem Marine Society.

Cargo—Nine bales sheep skins, 25 do. do., 44 bales goat skins, three hides, 584 frails dates, 12 packages coffee, one box cocoanut oil, one silk dress, the duty on the last named being \$5.40. Duties, \$2,586.60.

#### SEVENTH VOYAGE.

After discharging her cargo at Salem on the last voyage, the *Glide* went to Boston, and there loaded for ports east of Cape Good Hope. She sailed from Boston May 2, 1867, William H. Hathorne, master. Arrived at Tamatave July 26, 85 days' passage, then to Zanzibar. Sailed from Aden, May 3, for Muscat, and arrived Nov. 7. Sailed Dec. 9, and arrived at Zanzibar Jan. 1, 1868. Sailed Jan. 19 for Salem, passed Cape of Good Hope Feb. 18, crossed the equator March 19, in longitude 33.30 W., passed Bermuda April 6, and arrived at Salem April 13, 1868.

Master, William H. Hathorne; mate, James S. Williams, Salem; second mate, J. Orne Rider; steward, Thomas R. Chambers, Salem; cook, John B. Stout; seamen, Metra Antonia, Boston; Charles Atherton, New York; James Herrick, do.; William T. Harper, do. (deserted at Aden); Antonio Cabasa, Boston; William C. Wood, 19, Howard P. Gardner, 17, George C. Florentine, 15, and John Prince, 15, the last four of Salem. John Duncan of England was shipped at Zanzibar, and Charles Oliver at Aden for Muscat, but the latter deserted Oct. 3, 1867.

Cargo—Two hundred and thirty-one bales goat, 58 do. sheep skins, 7980 hides, 1460 do., 500 do., 64 bales goat skins, 31 frails dates, 16 packages coffee, 8 bags beeswax. Duties, \$2,081.22.

#### EIGHTH VOYAGE.

Sailed from Salem, May 22, 1868, William H. Hathorne, master, for Zanzibar. Arrived at Tamatave Aug. 10, via





CAPT. STEPHEN CLOUTMAN  
1825 - 1875



CAPT. WILLIAM H. HATHORNE  
1844 - 1886

Zanzibar. Arrived at Muscat, from Zanzibar, 14 days' passage. Proceeded to Aden and returned to Zanzibar, from which she sailed Dec. 25 for Salem. Arrived home March 18, 1869, having passed Cape Good Hope Jan. 14, and crossed the equator Feb. 14, in longitude 36 W. In connection with this homeward passage the writer has before him a copy of an interesting letter written by the late Captain William Beadle of Salem, who, as will be seen later, became a commander of the *Glide*.

"In 1868 and 1869," wrote Captain Beadle, "I was mate of the barque *Atlanta*, Captain John C. Pond of Salem. We had been on the coast and had visited the usual ports of Aden, Muscat and Zanzibar. We were at the last named port until, on Dec. 23, 1868, the *Atlanta* sailed for home. The *Glide* was nearly ready, and the two commanders jollied each other as to which vessel would get home first. The mate of the *Glide* was James S. Williams, who on his next voyage sailed as master of the new barque *Jersey* of Salem, and was so unfortunate as to lose the vessel.

"Two days after the *Atlanta* sailed for home, the *Glide* left Zanzibar, and the race was on. Honors were considered even. We were anxiously looking for the *Glide* daily. A few days after rounding Cape Good Hope, and while rolling down St. Helena, we saw from the topgallant forecandle a vessel on the horizon 'hull up.' Everything about her appeared to Captain Pond as the *Glide*. She was to the northwest of us, and the atmosphere caused her to loom up. She looked to be a craft of 1000 tons, more than double the size of the *Glide*, which, if it was she, she had so far beaten us, and was still to the windward.

"However, during the night we kept a sharp lookout, and at 4 A. M. I turned in. I had not fairly started on my beauty sleep when Captain Pond called me up with the information that the *Glide* was up 'on our weather beam.' There was no more sleep, so I went on deck, and as the air was somewhat sharp, the first thing for health's sake was a cup of hot coffee. Having been warmed and refreshed, I paid attention to Captain Pond's criticism of the stranger. As the breeze was moderate, the vessel lay



over on her side, so that we could get a good view of her deck.

"Among Captain Pond's criticisms were, 'You see that fruit hatch goes one-half of the length of the main hatch, and the lids are open to ventilate the dates and to keep them cool.' 'Yes,' I replied, 'that is the *Glide* all right, and I would like to toll him down here. Suppose I run the ensign up Union down, and let him think we are in distress.' 'Suppose it is not the *Glide*,' hesitated Captain Pond. 'But you feel sure that it is, and if we find on nearer approach that it is not, I can reverse the ensign,' I replied. 'Well, go ahead,' he said. And the ensign was run up in distress.

"Shortly the main yard of the *Glide* was checked, and at seven bells she was on our weather bow, within speaking distance. We went to breakfast, a short one, and then, having exchanged chronometer time, Captain Pond shouted, 'Look out, Hathorne, I am going in stays.' The *Glide* was immediately stayed, the *Atlanta* following, bringing the *Glide* to windward. The *Atlanta* drew ahead, and we worked up across the *Glide*'s bow and to windward, and having high enough, Captain Pond held the *Atlanta* in the wind, and let the *Glide* pass ahead. He then swung the *Atlanta* off, ran under the stern of the *Glide*, passing so close that we could toss a biscuit aboard, and saying, 'Good bye, Hathorne, pleasant passage. I will report you when we reach New York,' which we did, one week ahead of the arrival of the *Glide* at Salem. We passed Cape Good Hope Jan. 15, and crossed the equator Feb. 13, in lon. 34 W.

"I have been with many captains, but think Capt. Pond was the equal of any and far superior to many. I learned much from him, and I pay him the tribute to say that it was of great value to me when I, too, became a master in the East Coast of Africa trade. Ten years later the *Glide* was lying alongside Lewis wharf, Boston, when what should I see but the *Atlanta* being docked next to her, and temporarily being made fast to the *Glide*. I recalled that brush with her in 1869, and felt that although there is a great deal of fun in the international yacht regattas, yet it cannot compare with a long race between trading

ships on the ocean, or with such a race as was ours between Zanzibar and Boston and Salem."

What a pity it is that a proper record of Salem's connection with the East Coast of Africa and all other trades has not been kept. It would furnish a glorious chapter in the world's history that would shine with a greater lustre as the years pass. Captain Beadle passed away in Duxbury, Sept. 25, 1912, but others are left who could, if they only would, tell many interesting stories of when they sailed years ago to the "rich ports of the far East." They would thus, in no small degree, contribute to such a record.

James S. Williams, who was mate of the *Glide* on this and on previous voyages, did not go on the next voyage, but remained at home to take command of the new barque *Jersey*, owned by Captain Bertram, and built by Edward F. Miller in South Salem. The *Jersey* was launched Dec. 14, 1868, and many a Salemite of to-day remembers that event. After being at home just nine days, Capt. Williams sailed from Salem March 27, 1869, for East Coast of Africa ports, and was so unfortunate as to lose the beautiful vessel while going into Tamatave, Madagascar, June 18, 1869. She was a fine barque of 599 tons register, of excellent model, elegantly finished, built of the best materials throughout, and fitted with modern improvements. Her loss was a great disappointment to her owner and Salem people, who looked for her to hang up some fine records of speed.

#### NINTH VOYAGE.

The *Glide* sailed from Salem July 3, 1869, for Zanzibar, William H. Hathorne, master. Arrived at Aden, Arabia, Dec. 8, via Madagascar and Zanzibar. Sailed from Aden Dec. 29, for Salem, via Zanzibar, and arrived there Jan. 17, 1870. Sailed for home Jan. 24, passed Cape Good Hope Feb. 21, crossed the equator March 28, in longitude 33.30 west, and arrived at Salem April 26, 1870.

This was the last arrival of the *Glide* at Salem, and also the last of any Salem vessel from ports east of Cape Good Hope. Since then, however, there have been several arrivals from Calcutta, with jute for the Nevins bag-

ging mills, notably the ship *Memnon*, ship *Prince Lucien*, ship *Steinvora*, barque *Chalmette*, barque *Rambler*, and barque *Sontag*, but none belonged in Salem, and the *Steinvora* and *Prince Lucien* were British iron ships.

The crew list of the *Glide* was: William H. Hathorne, Salem, master; Samuel G. Pedrick, Beverly, mate; Henry R. Boyce, Boston, second mate; James T. Martin, Boston, steward; John Frye, Boston, cook; James L. McCarthy, Boston; John Brown, New York; Joseph Jones, Philadelphia; Alexander Foreman, Boston; John Martin, New York; E. W. Moors, Boston, seamen; James O'Neil and Moses Mentel, Boston, light hands; Thomas McCormic and Frank Luscomb, Salem, boys.

Captain Hathorne did not sail again in the *Glide*, but was honored by Captain Bertram in being made commander of the new barque *Taria Topan*, in which he sailed five voyages as master. He next became resident agent in Zanzibar for Captain Bertram, and later was United States consul there.

Cargo—One rug, 23 frails dates, 16 bags coffee, 11 1-2 gallons wine, and 11,720 hides. Duties, \$1,287.38.

#### BARQUE SACHEM.

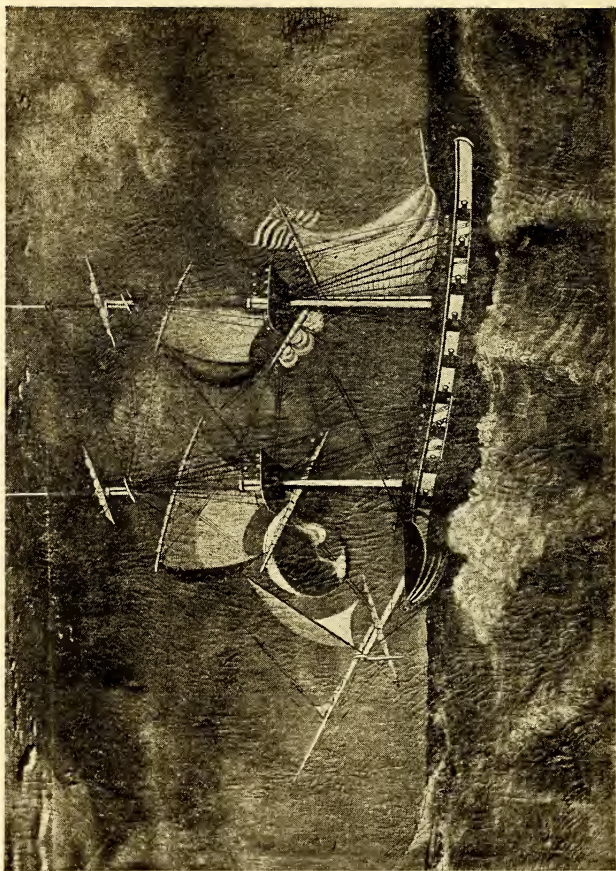
The *Glide* was a little more than two months at sea when another fine vessel arrived in Salem from Zanzibar. It was the barque *Sachem*, owned by Captain Bertram, and commanded by John Kerivan. The *Sachem* sailed from Zanzibar May 8, passed Cape Good Hope July 20, having been off the cape eighteen days, with heavy westerly gales; touched at St. Helena Aug. 4; crossed the equator Aug. 16, in longitude 30 W., and arrived at Salem Sept. 18, 1869.

The crew list of the *Sachem* on this voyage was: John Kerivan, Salem, master; William A. Peterson, Salem, mate, 32 years of age; Frank Burton, Salem, second mate, 30, died at sea Feb. 21; Jeremiah Welch, Salem, 25; Charles Thompson, Salem, 25; Nicholas McGrane, Salem, 28; Albert Merritt, Boston, 32; Charles Bancroft, Boston, 35; Richard Evans, New York, 31.

(To be continued)







U. S. BRIG OF WAR "PORPOISE," built in 1836  
From the original painting in the collection of F. B. C. Bradley



# THE SUPPRESSION OF PIRACY IN THE WEST INDIES.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LIX, page 152.)

“I advised him to get on board an American vessel, when an opportunity offered, and come to the United States, and on his arrival direct a letter to me, repeating my earnest desire to make some return for the disinterested friendship which he had shown towards me. With the Frenchman I had but little conversation, being unacquainted with the language.

“Here ended Nickola’s account. ‘And now,’ said the Frenchman, ‘our hearts be easy.’ Nickola observed he had left all and found us. I gave them my warmest tribute of gratitude, saying I looked upon them, under God, as the preservers of our lives, and promised them all the assistance my situation might ever enable me to afford. This brings me to

“Thursday evening, 7th, when, at 11 o’clock, we anchored at the creek’s mouth, near the Exertion. I was anxious to board her; accordingly took with me Nickola, Thomas, George, and two others, well armed, each with a musket and cutlass. I jumped on her deck, saw a fire in the camboose, but no person there; I called aloud Mr. Bracket’s name several times, saying, ‘It is Captain Lincoln, don’t be afraid, but show yourself,’ but no answer was given. She had no masts, spars, rigging, furniture, provisions, or anything left, except her bowsprit and a few barrels of salt provisions of her cargo. Her sealing had holes cut in it, no doubt in their foolish search for money. I left her with peculiar emotions, such as I hope never again to experience, and returned to the little sloop, where we remained till

“Friday, 8th. When I had a disposition to visit the island on which we were first imprisoned. Found nothing there; saw a boat among the mangroves, near the Exertion. Returned, and got under way immediately for Trinidad. In the night, while under full sail, run aground on

a sunken Key, having rocks above the water, resembling old stumps of trees; we, however, soon got off and anchored. Most of these Keys have similar rocks about them, which navigators must carefully guard against.

“Saturday, 9th. Got under way again, and stood along close in for the main island of Cuba, in order that if we should see the pirates, to take our boats and go on shore.

“Sunday, 10th. Saw the highlands of Trinidad. At night came to anchor in sight of the town, near a small Key. Next morning—

“Monday, 11th.—Got under way—saw a brig at anchor about five miles below the mouth of the harbor; we hoped to avoid her speaking us; but when we opened in sight of her discovered a boat making towards us, with a number of armed men in her. This alarmed my friends, and as we did not see the brig’s ensign hoisted, they declared the boat was a pirate, and looking through the spy-glass, thought they knew some of them to be the Mexican’s men! This state of things was quite alarming. They said, “we will not be taken alive by them.” Immediately the boat fired a musket; the ball passed through our mainsail. My friends insisted on beating them off. I endeavored to dissuade them, believing, as I did, that the brig was a Spanish man-of-war, who had sent her boat to ascertain who we were. I thought we had better heave to. Immediately another shot came. Then they insisted on fighting and said, if I would not help them I was no friend. I reluctantly acquiesced, and handed up the guns, commenced firing upon them, and they upon us. We received several shots through the sails, but no one was hurt on either side. Our two boats had been cast adrift to make us go the faster, and we gained upon them, continuing firing until they turned from us and went for our boats, which they took in tow for the brig. Soon after this it became calm; then I saw that she had us in her power. She armed and manned two more boats for us. We now concluded, since we had scarcely ammunition, to surrender, and were towed down alongside the brig, taken on board, and were asked by the captain, who could speak English, ‘what for you fire on the boat?’ I told him we thought her a pirate, and did not like to be

taken by them again, having already suffered too much, showing my papers. He said, 'Capt. Americana, never mind, go and take some dinner—which are your men?' I pointed them out to him, and he ordered them the liberty of the decks; but my friend Nickola and his three associates were immediately put in irons. They were, however, afterwards taken out of irons and examined, and I understood the Frenchmen agreed to enlist, as they judged it the surest way to better their condition. Whether Nickola enlisted I do not know, but think that he did, as I understood that offer was made to him; I, however, endeavored to explain more distinctly to the captain the benevolent efforts of these four men by whom my life had been saved, and used every argument in my power to procure their discharge. I also applied to the governor, and exerted myself with peculiar interest, dictated as I trust with heartfelt gratitude—and I ardently hope ere this Nickola is on his way to this country, where I may have an opportunity of convincing him that such an act of benevolence will not go unrewarded. Previous to my leaving Trinidad I made all the arrangements in my power with my influential friends, and doubt not that their laudable efforts will be accomplished. The sloop's cargo was taken on board the brig, after which the captain requested a certificate that I was politely treated by him, saying his name was Captain Candama, of the privateer brig Prudentee of eighteen guns. This request I complied with.

His first lieutenant told me he had sailed out of Boston, as commander for T. C. Amory, Esq., during the last war. In the course of the evening my friends were taken out of irons and examined separately, then put back again. The captain invited me to supper in his cabin, and a berth for the night, which was truly acceptable. The next morning, after breakfast, I with my people were set on shore, with the few things we had, with the promise of the Exertion's small boat in a day or two. But it was never sent me—the reason let the reader imagine. On landing at the wharf Casilda we were immediately taken by soldiers to the guard-house, which was a very filthy place; thinking, I suppose, and even calling us pirates. Soon some friends came to see me. Mr. Cotton, who re-

sides there, brought us some soup. Mr. Isaac W. Lord, of Boston, my merchant, came with Captain Tate, who sent immediately to the governor, for I would not show my papers to any one else. He came about sunset, and after examining Manuel, my Spanish fellow-prisoner, and my papers, said to me, giving me the papers, 'Captain, you are at liberty.' I was kindly invited by Captain Matthew Rice, of schooner *Galaxy*, of Boston, to go on board his vessel and live with him during my stay there. This generous offer I accepted, and was treated by him with the greatest hospitality, for I was an hungered and he gave me meat, I was athirst and he gave me drink, I was naked and he clothed me, a stranger and he took me in. He likewise took Manuel and my three men for that night. Next day Mr. Lord rendered me all necessary assistance in making my protest. He had heard nothing from me until my arrival. I was greatly disappointed in not finding Mr. Bracket, and requested Mr. Lord to give him all needful aid if he should come there. To Captain Carnes, of the schooner *Hannah* of Boston, I would tender my sincere thanks for his kindness in giving me a passage to Boston, which I gladly accepted. To those gentlemen of Trinidad, and many captains of American vessels, who gave me sea clothing, &c., I offer my cordial gratitude.

"Captain Carnes sailed from Trinidad on the 20th of February. Fearing the pirates, we kept a long distance from the land and two degrees to westward of Cape Antonio. On our passage experienced several gales of wind, in one of which, while lying to, shipped a sea, which did considerable injury, and swept a young man overboard from the pump, named Nelson. We never saw him again. We arrived at Boston March 25th, and when I stepped upon the wharf, though much emaciated, I felt truly happy.

"I am fully of the opinion that these ferocious pirates are linked in with many inhabitants of Cuba, and the government in many respects appears covertly to encourage them.

"It is with heartfelt delight that, since the above narrative was written, I have learned that Mr. Bracket and his



companions are safe ; he arrived at Port d'Esprit, about forty leagues east of Trinidad. A letter has been received from him, stating that he should proceed to Trinidad the first opportunity. It appears that after reaching the wreck, they found a boat from the shore, taking on board some of the Exertion's cargo, in which they proceeded to the above place. Why it was not in his power to come to our relief will no doubt be satisfactorily disclosed when he may be so fortunate as once more to return to his native country and friends.

“For many months I remained without any certain information respecting the fate of Mr. Bracket and his companions. But in the course of the ensuing autumn, if I recollect right, Mr. Bracket very unexpectedly paid me a visit at Hingham, the place of my residence. We were mutually rejoiced to see each other once more among the living, as for a time at least each had regarded the other as dead. He gave me an account of his adventures and of the reasons why he did not return to us. He told me that when they left us and put to sea, in the miserable boat which we had constructed, they went to the Exertion, and fortunately found a better boat, of which they took possession, and suffered the old one to float away, and it accordingly passed our solitary island in its random course, causing us a great deal of alarm. From the wreck they steered among the keys to the mainland of Cuba, and reached Principe, the town where my cargo was sold. Here Mr. Bracket related his tale of suffering and requested assistance to rescue the remaining prisoners on the key. The authorities furnished him with several soldiers, with whom he put again to sea, with the humane intention of coming to relieve us. They had gone but a short distance, however, when the soldiers positively refused to go any further and forced him to return with them to Principe ; thus all his hopes of being able to rescue us were entirely extinguished. A stranger, and helpless as he was, it was out of his power to do anything more, and he could only hope that we might have been saved in some other way. Friendless, without money, and debilitated by recent suffering, he hardly knew which way to turn. He was desirous of reaching home, and



finally resolved to travel to the north side of Cuba. After a long and tedious journey, during which he suffered dreadfully from the hard travelling and want of necessaries and comforts, he at length arrived at Havana, from which port he took passage to Boston. Thus the reasons of his conduct were satisfactorily explained, and my uncertainty respecting his fate happily terminated.

“I felt great anxiety to learn what became of Jamieson, who, my readers will recollect, was detained on board the Spanish brig *Prudentee*, near Trinidad. I heard nothing from him, until I believe about eighteen months after I reached home when I received a letter from him, from Montego Bay, Jamaica, informing me that he was then residing in that island. I immediately wrote to him and invited him to come on to the United States. He accordingly came on passenger with Capt. Wilson of Cohasset, and arrived in Boston in August, 1824. Our meeting was very affecting. Trying scenes were brought up before us; scenes gone forever, through which we had passed together, where our acquaintance was formed, and since which time we had never met. I beheld once more the preserver of my life, the instrument, under Providence, of restoring me to my home, my family and my friends, and I regarded him with no ordinary emotion. My family were delighted to see him and cordially united in giving him a warm reception. He told me that after we separated in Trinidad, he remained on board the Spanish brig. The commander asked him and his companions if they would enlist; the Frenchmen replied that they would, but he said nothing, being determined to make his escape the very first opportunity which should present. The Spanish brig afterwards fell in with a Columbian privateer, an armed brig of eighteen guns. Being of equal force, they gave battle, and fought between three and four hours. Both parties were very much injured, and, without any considerable advantage on either side, both drew off to make repairs. The Spanish brig *Prudentee* put into St. Jago de Cuba. Jamieson was wounded in the action by a musket ball through his arm, and was taken on shore, with the other wounded, and placed in the hospital at St. Jago. Here he remained for a consid-

erable time, until he had nearly recovered, when he found an opportunity of escaping and embarked for Jamaica. He arrived in safety at Kingston, and from there traveled barefoot over the mountains, until, very much exhausted, he reached Montego Bay, where he had friends, and where one of his brothers possessed some property. From this place he afterwards wrote to me. He told me that before he came to Massachusetts he saw the villainous pilot of the Mexican, the infamous Baltizar, with several other pirates, brought into Montego Bay, from whence they were to be conveyed to Kingston to be executed. Whether the others were part of the Mexican's crew or not I do not know. Baltizar was an old man, and, as Jamieson said, it was a melancholy and heart-rending sight to see him borne to execution with those gray hairs, which might have been venerable in virtuous old age, now a shame and reproach to this hoary villain, for he was full of years and old in iniquity. When Jamieson received the letter which I wrote, he immediately embarked with Capt. Wilson and came to Boston, as I have before observed.

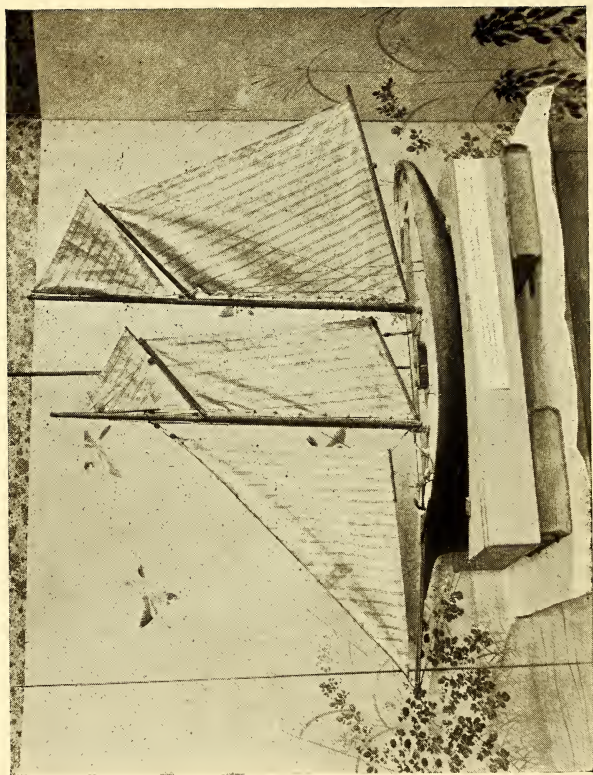
“According to his own account, he was of a very respectable family in Greenock, Scotland. His father when living, was a rich cloth merchant, but both his father and mother had been dead many years. He was the youngest of thirteen children, and being, as he said, of a roving disposition, had always followed the seas. He had received a polite education, and was of a very gentlemanly deportment. He spoke several living languages, and was skilled in drawing and painting. He had travelled extensively in different countries, and acquired in consequence an excellent knowledge of their manners and customs. His varied information (for hardly any subject escaped him) rendered him a very entertaining companion. His observations on the character of different nations were very liberal, marking their various traits, their virtues and vices, with playful humorousness, quite free from bigotry or narrow prejudice.

“He was in France during the disturbance between France and England, when all British subjects whatever in France were detained prisoners of war. He was one

who was thus compelled to remain a prisoner to Napoleon. He was there at the time of Napoleon's memorable expedition to Russia, and saw the splendid troops of the Emperor when they left delightful France to commence their toilsome and fatal journey, and also the remnant when they returned, broken down, dispirited, haggard and wan, their garments hanging about them in tatters, and hardly life enough in them to keep soul and body together. The particulars respecting this period he could communicate with the minuteness of an eye-witness, which consequently rendered them very interesting. During the first part of his residence in France he was supported by remittances from his father and allowed the liberty of the city of Valenciennes, a gentleman there being bound for his good behavior. He thus had an opportunity of visiting and becoming acquainted with the inhabitants. He lived in this manner several years. At length aroused, as he said, by the consciousness that he was spending the best days of his life in idleness, he formed the determination to try and make his escape from the country. He honorably released the gentleman who was bound for him from his obligation, frankly telling him that he should run away the first opportunity. From this time he was alternately arrested and imprisoned, and by various stratagems effected his escape, until he had been placed in ninety-three different prisons. During his wanderings he climbed the Alps, and visited the famous passage, cut through the solid rocks by Hannibal, which, as he said, was of sufficient magnitude to admit a large loaded wagon to pass through. From his long residence in France he had learned to speak the French language with a facility almost equal to a native. The charm of his conversation and manners drew people around him, they hardly knew how or why.

"I was in trade between Boston and Philadelphia at the time he came to Massachusetts, and he sailed with me several trips as my mate. He afterwards went to Cuba, and was subsequently engaged in the mackerel fishery out of the port of Hingham during the warm season, and in the winter frequently employed himself in teaching navigation to young men, for which he was eminently quali-





SCHOONER YACHT AND SLAVER "WANDERER"

From a model in the collection of F. B. C. Bradlee



fied. He remained with us until his death, which took place in 1829. At this time he had been out at sea two or three days, when he was taken sick and was carried into Cape Cod, where he died, on the first day of May, 1829, and there his remains lie buried. Peace be to his ashes! They rest in a strange land, far from his kindred and his native country.

“Since his death I have met with Mr. Stewart in Philadelphia, who was commercial agent in Trinidad at the time of my capture. He informed me that the piratical schooner Mexican was afterwards chased by an English government vessel, from Jamaica, which was cruising in search of it. Being hotly pursued, the pirates deserted their vessel and fled to the mangrove bushes, on an island similar to that on which they had placed me and my crew to die. The English surrounded them, and thus they were cut off from all hope of escape. They remained there, I think, fourteen days, when, being almost entirely subdued by famine, eleven surrendered themselves and were taken. The others probably perished among the mangroves. The few who were taken were carried by the government vessel into Trinidad. Mr. Stewart said that he saw them himself, and such miserable objects that had life he never before beheld. They were in a state of starvation; their beards had grown to a frightful length, their bodies were covered with filth and vermin, and their countenances were hideous. From Trinidad they were taken to Kingston, Jamaica, and there hung. Thus there is every reason to believe that this horde of monsters was at last broken up and dispersed.”

By 1824 piracy in West Indian waters had been suppressed to a great extent, and although sporadic attacks were made for some years more on attractive merchantmen, yet they were as nothing in number and frequency compared with the wholesale murder and pillage practiced with impunity a few years before.

Commodore Porter determined to take his fever-stricken squadron to recuperate in a cooler climate, and after an absence of several months returned to his station. This absence tended to revive somewhat the drooping spirits of the freebooters. There was a secret association of

desperadoes with some of the merchants and custom house officers, most of the latter being natives of old Spain, intent only on making their fortunes and greedy and rapacious beyond imagination. They prevailed on the Spanish authorities, some of whose high officials, it is believed, were not above accepting bribes, to refuse the American naval forces the privilege of pursuing the pirates in Spanish territory; but even so, the latter found themselves no longer able to arm and equip many formidable vessels.

As soon as the United States fleet returned to its former cruising ground, the little "mosquito fleet" resumed the arduous work of scouring the coasts, convoying merchant vessels, and destroying all suspected haunts of pirates.

Before the fleet left for the north, during the autumn of 1823, the barge "Gnat" returned from a most arduous cruise among the keys north of Cuba in search of piratical establishments.

While at Cayo Roman, midshipman Hunter was captured by a gang of desperadoes while on his way to buy some provisions. The pirates took him some distance away, but released him at night. Lieutenant Freelons, commanding the "Gnat," seized all the boats he could find, blockaded the island, and remained there six days without capturing any of them. He, however, managed to destroy three large row galleys, fitted with masts and sails, belonging to the pirates, together with a large quantity of arms and ammunition they had left behind in their hasty retreat.

This particular gang was organized under the leadership of one Antonio El Majorcam, a notorious freebooter, said at one time to have been an officer in the Spanish navy. He subsequently became a highwayman on shore. In August, 1824, Lieutenant Paine, in the schooner "Terrier," captured a launch with eight men just after they had plundered a French barque, which he recaptured from them off Havana. Lieutenant C. W. Skinner, commanding the schooner "Porpoise," at Matanzas, on Oct. 20th, 1824, secretly sent a boat expedition from his vessel, in command of Lieutenant Hunter, to examine the adjacent bays and

inlets, long notorious as retreats of pirates. Two days after Lieutenant Hunter returned with a piratical schooner mounting a twelve-pound brass pivot gun, a large new row galley, and ten smaller row boats; one of these was captured with three men on board. They stated that their vessel had been taken by armed men, who had given them that boat in exchange, with a promise of returning in a few days. The next day he discovered a suspicious schooner standing to sea in chase of another vessel in sight. On his approach the schooner tacked and stood in for the shore, closely pursued by the boats. The crew abandoned the schooner and fled to the woods, where they were sought for, but unsuccessfully. The schooner proved to be a pirate mounting the usual pivot brass heavy gun and small arms.

From the number of valuable nautical instruments, trunks of clothing, rigging, and sails, three United States flags, and from the stains of blood on the articles on board, she must have robbed several vessels and murdered their crews. No papers were discovered which could lead to the identification of the vessel or vessels captured. Several articles of clothing were marked "Captain Shaw," quite a few had the initials "A. S." embroidered on them. A bag, on which was painted "Brig 'Morning Star's' Letter bag"; a card marked "Mrs. Loris's boarding house, Charleston, So. Ca.", and several other articles, were found. The three prisoners were sent to Matanzas, together with the blood-stained relics. The schooner herself was manned and cruised as a decoy, but piracy had largely ceased in that neighborhood, and thenceforth only asserted itself on very favorable opportunities.

President James Munroe, in his message to Congress, dated December 1st, 1824,\* paid high compliments to the navy in his references to their services in suppressing piracy:

"The activity, zeal and enterprise of our officers and men have continued to command approbation. All the vessels have been kept uniformly and busily employed,

\*Messages and State Papers of James Munroe, Fifth President of the United States.

where the danger was believed to be greatest, except for short periods, when the flag officer (Commodore Porter) supposed it necessary that they should return to the United States to receive provisions, repairs and men, and for other objects essential to their health, comfort and efficiency.

“No complaints have reached the Navy Department of injury from privateers of Porto Rico or any other Spanish possessions, nor have our cruisers found any violating our rights. A few small piratical vessels and some boats have been taken, and establishments broken up, and much salutary protection afforded our commerce. The force employed, however, has been too small constantly to watch every part of a coast so extensive as that of the Gulf of Mexico, and some piratical depredations have therefore been committed, but they are of a character, though perhaps not less bloody and fatal to the sufferers, yet differing widely from those which first excited the sympathy of the public and exertions of the Federal Administration. There are few, if any, piratical vessels of large size in the neighborhood of Cuba, and none are now seen at a distance from the land. But the pirates conceal themselves, with their boats, in small creeks, bays and inlets, and finding vessels becalmed, or in a defenceless situation, assail and destroy them. When discovered, they readily and safely retreat into the country, where our forces cannot follow, and by the plunder which they have obtained, and which they sell at prices low and tempting to the population, and by the apprehensions which they are able to create in those who would otherwise give information, they remain secure, and mingle at pleasure in the business of the towns and transactions of society, and acquire all the information necessary to accomplish their purposes.

“Against such a system no naval force can afford complete security, unless aided by the cordial, unwavering and energetic co-operation which would render their lurking places on land unsafe, and make punishment the certain consequence of detection. Unless this co-operation be obtained, additional means ought to be intrusted to the Executive, to be used in such manner as experience may dictate.”



Shortly after this message was read news was received from Commodore Porter that he had punished the Spanish authorities at Foxardo, Porto Rico, for their ill-concealed hostility to the American naval officers engaged in suppressing piracy. His act was disapproved by the President and his cabinet, with subsequent serious results, for after Commodore Porter was relieved, the zeal of the navy naturally received a cold douche. The pirates and their friends were not long in perceiving this, and temporarily resumed their operations, as will be seen in the following pages.

Commodore Porter's official report of his conflict with the Spanish authorities was as follows :

“United States Corvette ‘John Adams’,

“Passage Island, November 15th, 1824.

“Sir: I have the honor to inform you that, on my arrival at St. Thomas I was informed that Lieutenant Commandant C. T. Platt, of the United States schooner ‘Beagle’, who had visited Foxardo, a town on the east coast of Porto Rico, about two miles from the sea, for the purpose of making inquiries respecting a quantity of dry goods supposed to have been deposited there by pirates, was, after being recognized as an American officer by the proper authorities, there imprisoned and shamefully treated.

“Indignant at the outrages which have so repeatedly been heaped upon us by the authorities of Porto Rico, I proceeded to this place, where I left the flagship (the ‘John Adams’), and, taking with me the schooners ‘Grampus’ and ‘Beagle’ and the boats of the ‘John Adams’, with Captain Dallas and part of his officers, seamen and marines, proceeded to the port of Foxardo, where, finding preparations were making to fire on us from the shore batteries, I sent a party of seamen and marines to spike the guns, which was done in a few minutes, as the Spaniards fled on the landing of the party.

“I then landed with 200 seamen and marines and marched to the town, spiking on the way the guns of a small battery placed for the defence of a pass on the road, and reached the town in thirty minutes after landing. I found them prepared for defence, as they had received in-



formation from St. Thomas of my intentions of visiting the place. I halted about pistol-shot from their forces drawn up on the outskirts of the town, and sent in a flag requiring the alcade, or governor, with the captain of the port, the principal offenders, to come to me to make atonement for the outrage, giving them an hour to deliberate.

"They appeared accordingly, and after begging pardon (in the presence of all the officers) of the officer who had been insulted, and expressing great penitence, I permitted them to return to the town, on their promising to respect all American officers who may visit them hereafter.

"We then returned to the vessels and left the harbor, after being at anchor about three hours. As we were getting under weigh, a number of persons appeared on the beach bearing a white flag, and having with them some bullocks and a number of horses apparently laden—no doubt a present from the authorities of the place, which they informed me they should send me. There is no doubt that our persons and our flag will be more respected hereafter than they have been by the authorities of Porto Rico.

"Every officer and man on this occasion conducted themselves in a manner to meet my entire approbation.

"I am, with great respect, your obedient servant,

"D. Porter.

"Hon. Secretary of the Navy,  
Washington City."

This report, though it was evidently in harmony with the expressed wishes of the administration, produced an order relieving Porter of his command. As usual, there were "wheels within wheels", and the question of upholding the honor of one's flag and country became inextricably mixed with politics, some, if not most of the latter being of a not very high order.

In passing it is, perhaps, not uninteresting to wonder what would happen to the unfortunate naval officer, say, in the year of grace 1924, a century after the events related above, should he undertake to resent in like manner an insult to the United States flag. He would lose his commission, that goes without saying, but he would be extraordinarily lucky if a worse fate did not befall him. Commodore Porter was court-martialed for overstepping

his authority and doing that for which, in any other country, he would have been promoted and highly honored.

The commodore and his friends asserted, and it is thought not entirely without reason, that the court was "packed" with his personal and political enemies, and it must be remembered that a century ago political feeling ran high, and gentlemen, especially officers of the army and navy, were held accountable for their words. Duels were frequent, and an incident not wholly unlike Commodore Porter's case led to the famous encounter between Commodores Barron and Decatur, which resulted in the latter's death.

The result of the court-martial so deeply wounded the feelings of Commodore Porter that he immediately resigned from the navy. He afterwards entered the service of Mexico as admiral, and served with brilliant success against the Spaniards, but he resigned after the Mexicans had been relieved of external foes and returned home. Later in his life he received several appointments in the United States diplomatic service, and finally as minister to Turkey, where he died March 3d, 1843.

David Porter was born in Boston, February 1st, 1780; he was appointed midshipman in the navy April 16th, 1798; lieutenant, October 8th, 1799; master commandant, April 20th, 1806; captain, July 2d, 1812. His father, Captain David, commanded a Boston merchant ship, and was actively engaged in the Revolution, when he attained the rank of lieutenant in the Continental navy. After the peace in 1783, the elder Porter removed to Baltimore, and engaging in the West India trade, introduced his son to the naval career at the age of sixteen.

Young Porter served in the frigate "Constellation", in her famous action with the "Insurgente", in February 1799, during our war with France; his good conduct in the action and in securing the prize, caused his promotion soon after.

In January, 1800, he was wounded in an engagement with a pirate off San Domingo; in August, 1801, Lieutenant Porter was made executive officer of the schooner "Enterprise", which captured a Tripolitan cruiser of superior force.

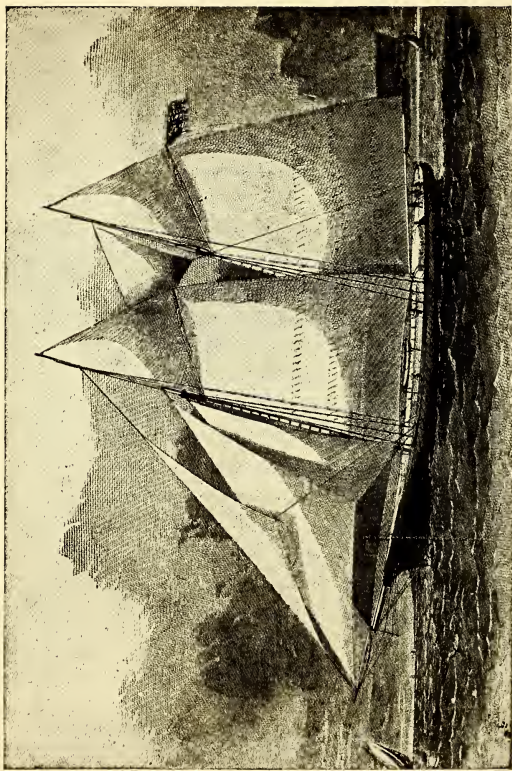
While first lieutenant of the frigate "New York", the the flagship of the Mediterranean squadron, he commanded a boat expedition which destroyed several feluccas laden with wheat, under the batteries of Tripoli, and was again wounded.

Lieutenant Porter was then transferred to the unfortunate frigate "Philadelphia", which was captured while aground in the harbor of Tripoli, in October, 1803; he was eighteen months a prisoner, and on his release he was promoted to the command of the schooner "Enterprise". While in command of her, in 1806, Porter severely punished twelve Spanish gunboats that rashly attacked him while in sight of Gibraltar. Appointed to the command of the small frigate "Essex", 32 guns, Captain Porter sailed from New York on what was to be one of the most famous cruises ever undertaken by a United States man-of-war, July 3d, 1812.

He soon made several valuable captures: H. B. M. ship-sloop "Alert" of 20 guns—the first ship of war taken in our second war with Great Britain—on December 12th, the "Essex" captured the British post office packet "Nocton", with specie to the amount of \$55,000 on board; and, at the close of January, 1813, the future Commodore Porter sailed for the Pacific, where he played havoc among the British trading and whaling fleet.

Nevertheless, on March 28th, 1814, the "Essex" and her commander were captured, after a severe fight, in the neutral port of Valparaiso, by the British frigate "Phoebe", 36 guns, and sloop "Cherub", 28 guns. Captain Porter published a narrative of this remarkable cruise in 1822. From 1815 to 1823 he was one of the navy commissioners, which office he resigned, as has been seen, to accept the command of the fleet in West Indian waters. David Porter had positive and stirring qualities, was fertile in resources, combined with great energy; excessive, and, sometimes, not over-scrupulous ambition. He was impressed with and boastful of his own powers, given to exaggeration in relation to himself. Not too generous to older and superior living officers, Commodore Porter was brave, daring, and endowed with the qualities that go to make up a great naval leader.





**SCHOONER YACHT "WANDERER"**

Built at Long Island, N. Y., in 1857. A celebrated slaver

From a sketch in the collection of F. B. C. Bradley



He was the father of David D. Porter, who played such a prominent part in the naval history of the Civil war, and was, after the death of Admiral Farragut in 1870, made, in his turn, admiral of the navy, a position he held until his death in 1891; another brother, Commodore William Porter, distinguished himself on the western rivers during the war of Secession, his death in 1864 being the result of severe injuries caused by the bursting of a boiler. It cannot, however, be said that the later Porters were as popular as their father; they were too much given to self-appreciation at the expense of others; David D., especially, from having been an intimate friend of General Grant, became in his later years on "official" terms only with the latter, the result, it is said, of a back-biting letter written to Secretary of the Navy Welles by Admiral Porter while the siege of Vicksburg was in progress.

After the recall of Commodore Porter, Captain Lewis Warrington, U. S. N., succeeded to the command of the squadron, which, during 1825, consisted of the frigate "Constellation", corvette "John Adams", brigs "Hornet" and "Spark", schooners "Grampus", "Shark", "Fox", "Ferret", "Jackal", the steamer "Sea Gull", store-ship "Decoy", and the barges. The "Ferret" was capsized in a sudden squall on February 4th, 1825, off the coast of Cuba; five of her crew were drowned and the vessel sunk. Turning back a few months, before the events related above had taken place, the *Salem Gazette* for January 23d, 1824, reported the following act of piracy:

"Capt. Labonisse arrived at New York, 22 days from Domingo City, informs that a small schooner was fitted out at that place, to go in quest of the pirates who robbed the brigantine 'William Henry' of Salem.\*

"The governor furnished men, arms, ammunition and money. After being out 12 days, the schooner returned with 18 pirates, a considerable quantity of hides, coffee and indigo, and some cash, found on the island of Saona, 25

\*The only brigantine "William Henry" to be found in the Salem Ship Register was an old vessel of 166 tons, built at Kingston, Mass., in 1784. Registered at Salem, July 15th, 1790; William Gray, Jr., owner; Thomas West, master.

leagues to windward of St. Domingo, and it was expected they (the pirates) would receive the punishment due their crimes."

The same paper for April 1st, 1824, contains an exciting tale of marine highway robbery :

"The brig 'Echo', Blanchard, of Portland, Maine, 25 days from St. Croix, has arrived at N. Y. Capt. Blanchard reports that on the 17th inst., in lat. 31.50, long. 73, he saw a vessel at the eastward, bearing down upon the 'Echo', which had all sail set she could carry. At midnight the strange vessel passed the stern of the 'Echo', put about and stood towards her. It was soon found that she outsailed the 'Echo', and at 1 o'clock A. M. she came within pistol shot, fired two muskets into her, and ordered the captain to come to and send his boat on board, which being done, the boat soon returned, full of armed men, to the number of about fifteen.

"When the boat came alongside, they demanded of the captain his papers. They inquired as to the longitude they were in, and demanded if there was any money on board. The 'Echo's' crew were then driven into the forecabin, and the pirates began breaking open all the chests in the cabin, and all in the brig, taking away all the clothes they could find. Three trunks belonging to the cargo were also broken and plundered. They likewise took away the new foresail, which was bent, a new jib, two steering sails, etc., a quantity of spare rigging, blocks, etc. Much more they destroyed. They further took a spare topmast, several other spars, and would have taken the cargo had it not been for a squall which came on and obliged them to take to their own ship, which they did, keeping a small boat and oars.

"Two of the 'Echo's' crew were kept on board the pirate while the plundering was going on. They described the vessel as a full-rigged brig, mounting 30 6-pounders and a long 18 amidships. The decks were full of men, apparently Spaniards for the most part."

A few months later the Salem Gazette again recorded an act of piracy, as follows :

"September 20th, 1824.

"N. Y. papers of Sept. 8th contain an account of the

recapture of the brig 'Henry', of Hartford (Conn.), from the pirates, by a launch fitted out for the purpose by Capt. Graham, R. N., of H. B. M. frigate 'Icarus', and the capture of two piratical vessels of Cayo Blanco, in the Bay of Honda. The pirates all escaped but six, who were shot in the attempt. The pirates, it is stated, had previously captured 12 vessels, burnt them to the water's edge, and murdered their crews."

On the 4th of March, 1825, Lieutenant Sloat, in command of the schooner "Grampus", heard of a piratical sloop in the vicinity of the island of St. Thomas. He fitted out a merchant sloop, with a lieutenant, a midshipman (Andrew Hull Foote, of whom mention will be made later), and 23 men, in pursuit. The pirate, not suspecting the real character of this vessel, came alongside and opened fire. Sloat and his men returned shot for shot with a twelve-pound carronade (a type of gun very successful at short range), and after a hot fight of some forty-five minutes, the pirates beached their craft to escape by land. Two of them were killed, and, strange to relate, ten more were captured by the Spanish soldiers after they had landed. The notorious pirate chief Cofrecina was amongst those captured, all of whom were executed by the terrible "garrote" method in Porto Rico.

Midshipman Andrew Hull Foote, who was to have such a distinguished career in the Civil war, then a young man of sixteen (he received his midshipman's warrant in 1822), behaved in a particularly gallant and brilliant manner in this engagement. He was born at New Haven, Connecticut, September 12th, 1806, and was the son of Governor S. A. Foote; owing to his distinguished services in the long and hard contest of the West India squadron against the pirates, Midshipman Foote was advanced to the grade of lieutenant, May 27th, 1830. In those days the navy was small, and there was no retired list for the senior officers; the result being that in the junior grades promotion was practically stagnant, to the great detriment of the service, and so it was not until December 19th, 1852, that Foote, the future hero of the Civil war, attained the rank of commander. While stationed at the naval asylum, 1841-43, he prevailed upon many of the

inmates to give up their spirit rations; being one of the first to introduce the principle of total abstinence from intoxicating drinks in the navy, and continued this effort in the "Cumberland" in 1843-45, besides delivering every Sunday an extemporaneous sermon to the crew. In 1849-52, in command of the brig "Perry", he was on the African coast, successfully engaged in suppressing the slave trade, and published a book on the subject, "Africa and the American Flag." Although Admiral Foote possessed sterling qualities and the highest professional attainments, it is to be doubted whether he was a cheerful companion among a few officers cooped up for months on a small vessel. This feeling cropped out in a diary kept by one of the "Perry's" officers while she was on the African coast, and it is not to be wondered that the commissioned force rather complained that their commander, with his strict Puritanical notions, his habit of preaching, and his strong dislike of alcoholic liquors at a time when drinking was common, did not add to the gayety of a long voyage.

During the gloomy "secession" winter of 1860-61, Commander Foote was executive officer at the Brooklyn navy yard; he was an intimate friend from boyhood of Hon. Gideon Welles, soon to be Secretary of the Navy in President Lincoln's administration, and the future admiral performed a service of inestimable value to the country by warning Mr. Welles of certain officers of the navy who, he was sure, would not be faithful to their oath, and giving him, also, his professional estimate of many other officers.

In July, 1861, Foote was promoted to be full captain (then the highest rank by law in the navy); two months later he was made flag officer—at that period a mere temporary grade—of the flotilla fitting out on the western rivers. He sailed from Cairo, Illinois, on February 4th, 1862, with seven gunboats, four of them ironclads, to attack Fort Henry on the Tennessee river. Without waiting for the co-operation of General Grant, he attacked the fort and compelled its surrender, and without the help of Flag Officer Foote and the navy, the army under General Grant could not, a few days later, have captured Fort Donelson.



Foote was severely wounded in the ankle at the latter battle, which injury compelled him to go east on sick leave a few weeks later. He was made a rear admiral and the head of one of the bureaus in the navy department on July 31, 1862. It was also the intention of the administration to have given Admiral Foote the command of the South Atlantic blockading squadron in place of Admiral Du Pont, but the former's health had been shattered, and he died in New York City on June 26th, 1863, after a short illness.

In March, 1825, Lieutenant W. W. McKean (afterwards commodore and well known for convoying home, in 1860, the first Japanese embassy to this country), with the steam-galliot "Sea Gull" and barge "Gallinipper", took command of an expedition, in co-operation with the boats of H. B. M. frigate "Dartmouth", to search a certain key reported to be a base of piratical operations. They soon found a schooner secreted behind trees. A brief but spirited action ensued, which resulted in a complete victory; eight pirates were killed and nineteen were captured, their schooner was also taken after she had been run ashore.

Her armament consisted of two brass six-pounders, five swivel blunderbusses, and arms, etc., for a crew of 35 men. She pretended to carry Spanish papers, but these were discovered to be false. Cases of American goods were found on board the schooner and on shore. Another small topsail schooner was captured by the expedition, but her crew escaped. In 1828 the United States West India squadron was commanded by Flag Officer Charles G. Ridgely (for his gallant services during the war with the Barbary corsairs this officer had received the congressional gold medal of honor), and consisted of the following vessels: Sloop-of-war "Natchez", flagship, 18 guns, master commandant Budd; sloop-of-war "Erie", 18 guns, master commandant Turner; sloop-of-war "Hornet", 18 guns, master commandant Claxton; sloop-of-war "Falmouth", 18 guns, master commandant Morgan; schooner "Grampus", 12 guns, Lieutenant Latimer; and schooner "Shark", 12 guns, Lieutenant Adams.

It was found necessary to keep a squadron in these



waters, with a view to prevent piracy, for some years, and although sporadic outbreaks took place from time to time, there was no comprehensive revival of the freebooters' "trade." The same system of marine police was continued, and with the more or less active co-operation of the Spanish authorities, the marine highwaymen became fewer and far between, until by the early 1830's it was difficult to find any more, and merchant vessels bound to the West Indies had a reasonable chance of arriving at their destination without being attacked.

The war on the West India pirates is one of the bright pages in the history of the United States navy. In this, as well as other operations, our men were uniformly successful, and although often outnumbered in individual encounters, bravery, good discipline and good marksmanship (for which our sailors have always been renowned) won the day.

The course pursued by President Munroe and his administration, resulting in the court martial of Flag Officer David Porter for resenting the insult to his officers by the Spanish authorities, naturally encouraged the pirates. Our officers felt that energetic measures on their part might not be upheld by their government, so they naturally became extremely cautious, and the result was manifested in renewed sporadic outbreaks of piracy.

The *Salem Register* for March 19th, 1829, contained the following gruesome tale of murder and robbery on the high seas :

#### "PIRACY.

"We gave in our last paper a condensed account of the horrible piracy and murder committed on board the brig 'Attentive' of Boston. A more particular account of the bloody affair is given in the following statement, made under oath by the second officer of the brig, who was the only person left alive (and his escape was most providential) to furnish the horrid recital :

"The Notarial Certificate sets forth the testimony of Alfred Hill, who stated 'that he was second mate of the brig 'Attentive', Capt. Caleb W. Grozier, of Boston, which vessel sailed hence on Sunday, February 22d inst., bound to New York, from Matanzas, having on board the

following named persons, viz: Caleb Grozier, master; Joseph Jordan, first mate; this appearer, Alfred Hill, second mate; John Robinson, Joseph Blaseday, and Potter, seamen; and cook, a black man, name unknown. That off Point Yaco, was boarded and brought to by a piratical schooner, about 60 or 70 tons burthen, full of men armed with cutlasses, and having on board two large guns, who ordered the boat to be lowered and sent on board the schooner, which was done, having on board Capt. Grozier and two men, Joseph Blaseday and John Robinson; that as soon as the boat got alongside of the schooner a number of her men jumped on board, took out the two seamen, and immediately shoved alongside of the brig and boarded her, and ordered all hands, except the captain, into the fore peak. After shutting the scuttle over, they waited about ten minutes, and ordered all hands on deck again. That at this time he, the said Alfred Hill, was stowed away among the cargo, for the purpose of secreting himself; that they were called on deck separately; that he then heard a heavy groan from the captain, and heard him distinctly repeat these words, 'Lord have mercy on my soul,' and heard a scuffling on deck and groans of the people; that after the noise had ceased they commenced searching, as he supposes, for money; that at 4 o'clock in the afternoon they knocked out her bow port, when she immediately began to fill with water; hearing a noise on deck at the time, he supposed that the pirates had not left her, and was afraid to go upon deck; that having discovered the noise to proceed from the flapping of the sails, after having remained below till twilight, he went upon deck and got some blankets, with which he endeavored to stop up the bow port, but found it of no use, as the force of the sea washed them in again; that he then filled the topsails, to endeavor if possible, to get her back into the harbor. That about three miles and a half from the shore she sunk, and with the assistance of a plank, he succeeded in getting ashore about 4 o'clock the following morning, and continued walking along shore as far as he could; that he then went to a house, where they gave him an order to go to Mr. Roberts' ferry, where he dined. That from thence he

went to the plantation of Mr. Echevarria, where he slept last night, from whence he this morning came to town. That the brig was overhauled and boarded between 12 and 1 o'clock of the day of their leaving port, and that the pirates left her, as he supposes, between 4 and 5 o'clock in the afternoon. That after coming on deck, he discovered marks of blood near the rails, and pieces of watches, &c., and wearing apparel strewed about the cabin and deck. That he has no doubt, from the noise he heard, and the appearance of blood, that the captain and crew were murdered."

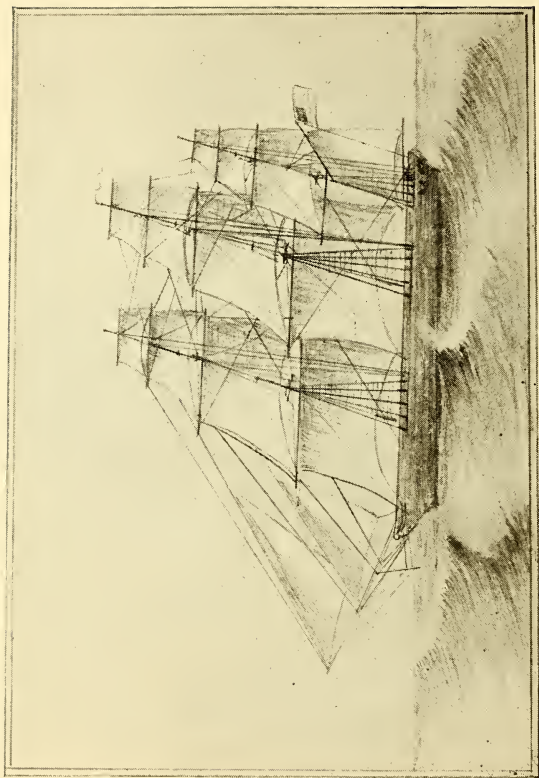
"The 'Attentive' was cleared for Matanzas on the 4th of December last. The following list of her officers and crew is taken from the Custom House files :

Capt. Grozier, aged 58, of Boston, a native of Truro ; Jeremiah Jordan, 1st mate, a native of Canton, Mass., residence in Medford ; A. Hill, of Portsmouth, 2d do., aged 17 ; Joseph Blasdel, of do., aged 21 ; Stephen Potter, of Thomaston, aged 25 ; John Robertson, a native of the Netherlands, aged 39 ; Andrew Liahman, a native of Alexandria, aged 43 ; John Price, cook, of N. York (black), 33.

"There is a great reason to fear that the officers and crew of the brig "New Priscilla", of Salem, have shared an equally deplorable fate, although many persons entertain hopes that they may have escaped in the boats, which were not seen on board the vessel when she was fallen in with. The 'New Priscilla' was last from Charleston, S. C., bound to Matanzas, and was commanded by Capt. Charles Hart, an enterprising, resolute man, and worthy citizen. He likewise was owner of a part of the vessel. A letter from Capt. Weston, who has arrived at Charleston from Havana, says he has no doubt that Capt. Hart and his crew were all cut off.

"The captain of an English sloop informed Capt. Watson, who arrived at Charleston, S. C., on the 7th inst., from Havana, 3d inst., that the same day the brig 'New Priscilla', of Salem, was seen on the Bank, he saw a ship lying to, in company with a small vessel, and that several other vessels were in sight, some of which probably fell into the hands of the pirates."





SHIP "CANDACE" OF MARBLEHEAD, 1829, CAPT. N. LINDSEY, JR.

From a drawing in the collection of F. B. C. Bradlee



“From a slip from the Charleston Courier we learn that the Governor General of Cuba has issued a proclamation offering a reward of \$5000 for the capture of the piratical schooner (which had captured the brig ‘Attentive’ and murdered her crew), together with all or two-thirds of the crew—\$2000 for the schooner alone, and \$250 for each and every one of her crew.

“The American merchants and masters of vessels in Havana chartered a vessel to go in pursuit of the pirate.”

A few months later the New York Shipping and Commercial List, the largest and most influential mercantile and financial paper published in the United States at that time—its files from the beginning, 1808, up to 1860, are a mine of valuable information relating to the commercial history of our country—reported the following serious cases of piracy, and most of the newspapers published in the seaports, denounced in scathing editorials the lax policy pursued by the past administrations. President Munroe had gone out of office on March 4th, 1825, and had been succeeded by President John Quincy Adams, who was never a friend to an efficient army or navy. But when Andrew Jackson—“old Hickory”—became chief magistrate, March 4th, 1829, he issued orders that “The seas should be swept of the marine highwaymen, if the navy had to be doubled.”

“Oct. 21, 1829.

“Ship ‘Globe’, Macy, at the Cape de Verdes, from Buenos Ayres, was robbed of \$1200, clothes, etc., by a piratical schooner, 17th June, lat. 6 N., long. 22 W.”

“Dec. 16, 1829.

“Ship ‘Candace’, Lindsey, from Marblehead, Mass., for Sumatra, returned to Marblehead, 12th inst., having been robbed of all her specie, about \$20,000, on the 13th of November, lat. 9 N., long. 24 W., by an hermaphrodite piratical brig.”

The “Candace” was a large, important ship in her day. Her captain, Nathaniel Lindsey, Jr., was equally well known, and as they both hailed from Essex County, Massachusetts, an extended account of this occurrence, taken from various sources, will be found not uninteresting. It

may be stated that it is more than likely that every soul on the "Candace" would have been murdered but for the pluck of Capt. Lindsey.

"Salem Gazette, Dec. 15, 1829.

"Marblehead, Dec. 12—Arr. ship 'Candace', Lindsey, from Marblehead 20th Oct. for Sumatra. On 13th Nov., lat. 9 N, lon. 24 W. (a little S. of Cape de Verde Islands), fell in with a piratical hermaphrodite brig, which boarded and robbed them of all their specie (\$19,850), 7 bales of dry goods, the principal part of the officers' clothing, watches, provisions, etc. The officers and crew of the piratical vessel were Spanish and Portuguese, and about 40 in number, had a long brass 32-pounder amidships, and two small guns. They confined the officers in the cabin and the crew in the forecabin, under a guard, while they plundered the vessel. They boarded the 'Candace' about 3 P. M., and left her about 7, at which time another vessel was in sight, which they stood for. They used no violence to the crew nor injured the vessel in any respect. The 'C.' had 5 boxes of opium which they declined taking, and said they would make them a present of it.

"The 'Candace', a fine full-rigged ship of 428 tons, was owned by Messrs. Bixby and Valentine of Marblehead and Boston, and was commanded by Capt. Nath'l Lindsey, Jr., of Marblehead. The property on board of her was insured only to the amount of \$14,000. The Boston Courier states that Capt. Lindsey, in case the pirates had proceeded to murder, had everything prepared to blow up the ship."

The Salem Gazette, in an editorial inspired by the "Candace" outrage, said, in its issue of Dec. 18th: "The robbery of the ship 'Candace', Capt. Lindsey, mentioned in our last, is a fact calculated to alarm our East India merchants, and it is to be hoped that it will awaken the attention of the Federal government as well as those of the sovereign states.

"Other outward bound Indiamen have been chased by suspicious-looking vessels, near the line, who reconnoitre them, and, if they appear to be well armed, usually make off. There can be no doubt that these vessels are Brazilian Guineamen on their way to the coast for a cargo of

slaves. Slavers are generally fast sailing craft, manned with a motley mixture of all nations, of unprincipled characters and piratical dispositions; and already exiled from the society of honest men, and desperadoes by profession, they are reckless of consequence. If they chance to meet any unarmed vessel, with specie, they have no objection to making her a prize.

"They are well armed and full of men, so that resistance in case of such an attempt would be useless. The crime once committed, they are off in a moment—they paint their sides of a different stripe, and if the same ship should meet again it would be impossible for her to identify them. Such dangerous freebooters ought to be looked after. Two or three small vessels cruising between Brazil and the opposite coast would be sufficient to keep them in check, and would aid in suppressing the diabolical traffic in sinews and freedom."

An absolutely true and unexaggerated account of this unpleasant experience, as published in "Old Marblehead Sea Captains," by Benjamin J. Lindsey (Captain Lindsey's nephew), is as follows. It was originally printed in the Marblehead *Messenger* for January 21st, 1881:

"The ship 'Candace', Capt. Nathaniel Lindsey, Jr., of Marblehead, master, sailed from Marblehead for the coast of Sumatra in October, 1829, supplied with 20,000 hard dollars to purchase a cargo of pepper. Samuel Graves of Marblehead was the chief officer.\*

"While in the track where Indiamen cross the equator, Nov. 18, 1829, she was chased many hours by a pirate brig, overtaken and robbed. The particulars of the affair we have gleaned from various sources, but principally from a graphic account by Capt. Graves, which he kindly furnished us in writing.

"The 'Candace' was in latitude 9 N., longitude 24 W., and 28 days out of port. The night preceding the piracy was one of those warm, still nights so common in the tropics. The ship was becalmed and rocked lazily on the long and regular swell. The cabin windows being open, Capt. Lindsey heard at times during the night, in the dis-

\*Samuel Graves was afterwards one of the best known of Marblehead's many "deep water" shipmasters.

tance astern, the creaking of a heavy boom, as of some big vessel close behind. This was his first intimation of the pirates' approach.

"At daybreak a large hermaphrodite brig was discovered astern and gaining on the 'Candace'. Suspicion was at once aroused, and every sail that would draw was ordered to be set. Still the chaser gained, and at ten o'clock ran up a large red flag and fired a shot which dropped about half a mile astern.

"The officers and crew of the pursued ship strained every nerve to obtain some slight advantage which might allow them to escape, and many were the ominous glances at the dark-hulled brig which all the while crept nearer and nearer to them, and was now seen to be full of men.

"At that time Spanish vessels, fitted out at Havana for a slaving voyage, in accordance with Spanish laws, then proceeded along the coast of Cuba, where more men and guns were clandestinely taken on board, and then sailed for the equator in the track of Indiamen, knowing they took specie to purchase their return cargoes. These slavers often robbed every vessel they met with on their voyage, and were guilty of the most shocking cruelty and barbarity known to man. The stories of piratical murders were household words, and every mariner's heart sank at the dreadful prospect of encountering one of these robbers of the sea.

"The feelings of those on board the 'Candace' at the inevitable fate which apparently awaited them can be better imagined than described. They had no reason to expect that they would form any exception in the long wake of blood and horror which usually marked a pirate's course, and as they saw that escape was getting to be hopeless, each man prepared himself for the worst.

"That the chase was in dead earnest was easy to be seen. At intervals there were heavy squalls, which obliged it to take in all sail and put the vessel before the wind. When the squall abated, the next instant all sail would be set again and the pursuit of the ship resumed.

"At noon another shot was fired, which fell about two hundred yards astern. At 2.45 a third passed over the fore-yard of the 'Candace' and dropped a quarter of a



mile ahead. It was then discovered that the brig was full of men and was armed with a large gun in the waist mounted on a pivot, besides four long brass nines.\*

"The armament of the 'Candace' consisted only of two four-pound cannons, five or six muskets and as many pistols. Her crew numbered but sixteen men and boys. She was therefore totally unprepared to cope with her adversary, and it was felt that resistance would avail nothing. 'Had we been prepared to combat the enemy,' writes Capt. Graves, 'no braver or better man walked the deck of a ship than Capt. Lindsey, nor would have defended his ship with more stability.'

"The 'Candace' was hove to, and the pirate, with her men to quarters, also hove to, and ordered the boat of the 'Candace' to come to them. The mate and four men proceeded to the pirate craft, but when within a few yards of her were met by their boat and ordered to return with them at once.

"After boarding the 'Candace' the pirates questioned the captain sharply, and getting what information they desired, returned to their brig. Immediately two boats, full of Spaniards and Portuguese, ferocious-looking fellows, armed to the teeth with pistols and daggers, left the pirate craft and boarded the ship. There were thirty in all, and by the aid of an interpreter they at once ordered the officers into the cabin and the sailors into the fore-castle, and stationed a sentry at each place.

"It was agreed between the captain and the mate that in case a massacre was begun, one of them should fire into a barrel of gunpowder in the hold and explode the ship. It was thought to be a better fate to kill all in one general ruin.

"Soon the cabin swarmed with the miscreants, who demanded the money or the lives of the officers. Regretting his inability to defend his ship, Capt. Lindsey very reluctantly gave up the money, which was quickly removed to the pirate vessel by another set of men, while the first lot consulted together on the deck as to whether or not the vessel had better be destroyed.

"Mr. Graves, who had some slight acquaintance with

\*"Nines," meaning cannon throwing a nine-pound shot.



the Spanish language, overheard their conversation, wherein some of them thought it advisable to supply themselves with provisions from the 'Candace' (which was done), and then take the prisoners on deck, one at a time, and shoot them, and set fire to the ship. Others proposed another plan.

"While this discussion was going on, they ordered the second mate on deck. The hearts of the other officers beat quick, and each took a swift resolution to sell his life as dearly as possible. Having no doubt but that the pirates were about to slay their first victim, officer Graves seized his pistol, quickly dropped from the cabin to the hold, and leveled the weapon at the powder barrel. Just then a voice from above shouted, 'Stop! they have not killed him.' It was a timely warning, for in another second the occupants of the cabin and the pirates on deck would have perished together, 'in one red burial blent.'

"However, the conversation still having a murderous tone, it was felt that danger was imminent. The chief mate went between decks, determined to defend himself at all hazards, but five of the pirates dropped on him unawares from the after hatch, overpowered him, took away his weapons, and pointing a knife at his breast, demanded his watch and money. The first he handed them, but the latter being the proceeds of a former voyage to India, he did not give up. They made a search and were near the money several times, but did not get it.

"One of the most singular circumstances connected with the whole affair, and one to which it is not improbable all on board the 'Candace' owed their lives, is thus narrated by Capt. Lindsey :

" 'Our supercargo, having a brother an actor, he took with him theatrical dresses to wear ashore among the natives, an opportunity offering. He went to his room, dressed himself in a full black silk gown and a square white cravat, turned down the broad sides of an old-fashioned military hat (with a low crown), and thus imitated a Spanish padre.

" 'He seated himself in his room, looking very serious, counting a string of beads around his neck (saying his prayers, of course). When seen by the pirates, they

crossed themselves and turned away with a hideous look.'

"The supercargo thus lost nothing, although he had considerable gold in his possession.

"The conversation of the pirates, which was long and animated, took up time and brought night nearer, which proved to be a favorable circumstance. A heavy squall arose, with rain, thunder and lightning. Suddenly and with much confusion, the pirates took to their boats and pulled for their brig, it may be not caring to be separated any longer from the precious money which had been transferred to the vessel, and which, perhaps, they were not quite certain was in safe hands; but this is all conjecture.

"The 'Candace' had been heading east, but immediately wore around to the west, very cautiously getting everything in readiness, without attracting the attention of the pirates, whom it was feared might even yet change their minds and return. At last all sail was cracked on and the good ship leaped across the waves, every man breathing freer as they widened the distance between themselves and the pirate craft. Darkness shut in and hope revived. In the morning the brig had disappeared.

"Capt. Lindsey, who was a diligent reader of the Scriptures, after retiring to his stateroom that night, took down his Bible, according to his usual custom. He opened the book at random at the one hundred and twenty-fourth psalm, which so wonderfully fitted itself to circumstances that it seemed almost like a divine message to those on board and made a lasting impression on his mind. The reader will do well to turn to it.

"On a stormy day in December the people of Marblehead were surprised at seeing a ship under full sail heading for the harbor, and surprise gave way to excitement when it was discovered that it was the 'Candace', which was supposed to be in another quarter of the globe. The news quickly spread, and hundreds hastened to the wharves to ascertain the meaning of the unlooked-for return. As the story was told, it may be imagined that interest was not in any degree lessened.

"The 'Candace' was the property of Bigsbee and Valentine of Boston and Marblehead, and a few days later sailed for Boston.

“The pirate craft was afterwards thought to be the Spanish brig ‘Macrinarian’, commanded by Mansel Alcantra, a Spaniard who had committed many outrages on the high seas. He is supposed to have been responsible for the tragical loss of the Boston ship “Topaz” She was formerly a Liverpool packet, but while on her way from Calcutta to Boston, in 1829, under command of Captain Brewster, she was destroyed by pirates in the vicinity of St. Helena, and every one on board was murdered. Suspicion strongly indicated that Alcantra had done the foul deed.

“A letter from Havana, July 12th, received at Baltimore, states that the brigantine ‘Mauzanarez’, which robbed the ‘Candace’ of Marblehead, has been sent into Sierra Leone with a cargo of slaves and sold, and the captain and crew set at liberty, the captors being ignorant of their character.”

We are indebted to the Marblehead *Register*, a paper published in Marblehead from 1830 to 1832, for the following interesting tales of piracy. In those days Marblehead was, from a commercial point of view, a much more important town than it is to-day. Nearly all its inhabitants were connected with the sea in one way or another, so that the *Register* literally teemed with marine news. It was a surprisingly high-class newspaper, and one learns with regret that Mr. Blaney, the editor, after a two years’ heroic struggle against adverse circumstances, was obliged to suspend publication for lack of financial support.

“June 12th, 1830.

“The U. S. corvette ‘Vincennes’, Wm. B. Finch, Esqre., commander, arrived at Boston day before yesterday from St. Helena, having been only 33 days on her voyage from that island. Through Capt. Finch the following particulars of an act of piracy are learned :

“On the 12th of May (1830), lat. 7.28, lon. 18.30, the ‘Vincennes’ boarded the French brigantine ‘Eliza’, Capt. Pihon, 47 days from Bordeaux, bound to Bourbon. The ‘Eliza’ had fallen in with the brig ‘St. Helena’ in the East India Company’s employ, on the 24th of April, lat. 3.3 N., lon. 9.24 W., from St. Helena, bound to Sierra Leone, and learned that she had been overtaken by a piratical





THE CELEBRATED CLIPPER SHIP AND SLAYER "NIGHTINGALE"

Built at Portsmouth, N. H., 1850

From a print in the collection of F. B. C. Bradley



vessel on the 6th of April, in S. lat. 2, W. lon. 11.30. A desperate gang boarded the 'St. Helena', and after having bound the captain (Harrison) and a passenger (Dr. Waddell), and thrown them into the sea, murdered also the mate and eight seamen and rifled the vessel. The pirate was a 3 masted schooner, mounting ten guns, and one on a pivot. He had a crew of about 70 men, principally blacks. Capt. Pihon rendered every assistance in his power to enable the 'St. Helena' in her destitute state to reach Sierra Leone. He was requested by the survivors of the crew to give publicity to the misfortune of the vessel."

"Marblehead Register,  
July 3d, 1830.

"Piracy—The 'Repeater', at Baltimore, in 30 days from the coast of Africa, gives the following intelligence: 'On the 19th of May was boarded by a boat from H. B. M. sloop-of-war 'Medina', who informed Capt. Rose that a despatch vessel, bound to Sierra Leone, was boarded a few days previous by a pirate, and the crew treated in the most horrible manner, tying the captain and first officer back to back and throwing them into the sea, and so continued until twelve others had shared the same fate. After remaining thirty hours, plundering and destroying all that was on board, they cut away the masts and fired several shots through the hull. Five of the crew during the time were concealed below deck, and thus escaped a watery grave—they afterwards rigged jury masts, and fortunately reached their destined port.'

"On 20th May, off Cape Vergo, was spoken by an English armed vessel, who ordered the 'R.' to send a boat on board, which was refused on account of leaking badly. After some conversation, permitted to proceed, and desired that the 'R.' should keep a good lookout, as several pirates were on the coast."

"Marblehead Register,  
July 17th, 1830.

"Extract of a letter from an officer of a Salem ship at Havana, dated June 21 :

"There is an English sloop-of-war here having caught

the villain that robbed the 'Candace'\* of Marblehead. The sloop-of-war chased him from Cape Antonio to the Isle of Pines before succeeding in taking him. A beautiful schooner arrived here this afternoon—a Guineaman. After having landed 150 slaves, he was overhauled by the Englishman and brought in the news. The English seem to catch everything, but the Americans, if they look out as sharply, are less fortunate."

"Another letter states that the American Vice Consul (at Havana) has taken measures to inform the British commander respecting the robbery of the 'Candace', and it is supposed he will take the crew on board and carry them to Jamaica, leaving the vessel at Havana."

"Aug. 7th, 1830.

"A letter from Havana, July 12, received at Baltimore, states that the brig 'Manzanarez', which robbed the 'Candace' of Boston, had been sent into Sierra Leone, with a cargo of slaves, and sold, and the captain and crew set at liberty, the captors being ignorant of their real character."

"Marblehead Register,

"September 3d, 1831.

"Capt. Fabens, of the brig 'Richmond'† of Salem, arrived at Norfolk (Va.), from the former port, states that on the 20th inst., in lat. 37, lon. 74.25, saw a vessel of a suspicious character, a clipper built brig of about 200 tons, with five or six guns on each side. She passed close to leeward of the 'Richmond' and ran close across the stern, seemingly with an intention of reconnoitering them, after which she stood to the E. about 2 leagues and hove round and stretched to the westward in pursuit of a ship supposed to be a New York and Charleston packet."

"Marblehead Register, Sept. 18th, 1830.

"Havana—By the schooner 'Rockland', at Philadelphia, the editors of the Baltimore American have received a letter from their attentive correspondent at Havana, under date of August 21, which says :

\*The writer of this letter was evidently misinformed, as it has been seen that the "Candace" was brought into port by her crew.

†According to the Salem Ship Register, the "Richmond" was a brig of 153 tons, built in Salem in 1825, and owned and commanded by Wm. Fabens, Jr.

"The brig 'Sultana', Smith, of Baltimore, which arrived here from Liverpool on the 14th inst., was chased on the south side of the Island of Cuba by a schooner under Buenos Ayres colors.

"She is known to be a privateer fitted out at Omoa, under a commission of Central America, in July. She is a small gaff topsail schooner, with a brass eight-pounder on a pivot, and a crew of forty-four men, French, Italians, Creoles of St. Domingo, English, and a few Indians of Central America, commanded by a Spaniard of this island named Vallanueva, and well known in the Colombian service.

"The vessel is named the 'General Morazan', after the President of the Republic. *There is little doubt that the above vessel is a pirate.* The colors of Central America are exactly similar to those of Buenos Ayres, except that in the union the former has a rising sun and one or two volcanic mountains. Most of the Spanish, American and British cruisers on this station are informed of the circumstances.'"

"October 9th, 1830.

"Brig 'Sabbatas', Capt. Howard, at New York from Cette, was boarded off St. Michaels, Western Islands, by a British frigate, the boarding officer of which informed Capt. H. that they had captured a piratical brig which had captured a Sardinian brig, and sent her into St. Michaels; they supposed the piratical brig was one of Don Miguel's squadron. The British frigate was then in search of the rest of Don M.'s fleet."

Basil Lubbock, in his wonderfully interesting work on the old-time British sailing ships, "The Blackwall Frigates" (James Brown and Son, Glasgow, 1922), says of the latter day pirates :

"In the nineteenth century the true pirate had generally served an apprenticeship in a slaver, and his ship was always a heeler, usually built in Baltimore or Havana for the slave trade. It was only the most daring ruffian who dared show his colors—the black flag with the skull and crossbones—and he almost invariably sneaked down on his prey with some little known ensign at his peak.

“The following notices, taken from the shipping papers of the year 1838,\* will give a good idea of his usual methods :

‘20th June, in 35° N., 70° W., the Thule was brought to by a brig carrying a red and white flag ; deck covered with men, most of whom were black ; weather heavy ; cargo not tempting enough.

‘25th June, in 34° N., 67° W., the William Miles was boarded by a piratical schooner about 150 tons, under Brazilian and Portuguese colours, with 50 or 60 men on board. Took two casks of provisions.

‘4th July, in 36° N., 47° W., the Ceylon (American brig) was boarded by a piratical schooner under Portuguese colours ; wine, water and provisions taken.

‘5th July, in 38° N., 44° W., the Catherine Elizabeth was boarded by a schooner under Spanish colours ; appeared to have 50 or 60 men. Took a cask of beef and one of pork.

‘The Azores packet, five days from Teneriffe, was boarded by a piratical brig full of men, which took from her a chain cable, hawsers, etc.

‘Eliza Locke, o’ Dublin, was chased off Madeira by a suspicious schooner for two days in May.

‘29th July, an American schooner was boarded off Cay West by a piratical schooner and plundered of 400 dollars worth of articles.

‘5th July, in 39° N., 34° W., the Isabella was boarded by a Spanish brig and robbed of spare sails, cordage, canvas and twine.

“It is noticeable from these reports that the corsair only left traces of his path where he had met with ships from which there was nothing worth taking beyond provisions and bosun’s stores. Who knows how many ‘missing ships’ the above buccaneers could have accounted for ?

“Perhaps the best known pirate of the thirties was Benito de Soto, a villain whose history is worth noticing. Benito de Soto was a Portuguese. In 1827 he shipped before the mast in a large brigantine at Buenos Ayres.

\*In the first pages of this book the author mentioned the case of the brig “Mexican” of Salem, as the very last vessel attacked by pirates in the Atlantic (1832). He was not then aware of the above quotation.



This vessel, named the 'Defensar de Pedro', sailed for the coast of Africa to load slaves. Like all slavers, she carried a large crew of dagoes; the mate, a notorious ruffian, made friends with de Soto on the run across, and between them they hatched a plot to seize the ship on her arrival at the slave depot. The 'Defensar de Pedro' hove to about ten miles from the African shore, and as soon as the captain had left the ship to see the slave agent, de Soto and the mate took possession of her; 22 of the crew joined them, but the remaining 18 refused. These men were immediately driven into a boat, which was capsized in an attempt to make a landing through the surf, and every one of the honest 18 drowned.

"The ship was then headed out to sea; the new pirates lost no time in breaking into the spirit room, and by sunset every man aboard had drunk himself into a stupor except Bonito. This superior ruffian immediately took advantage of this to put a pistol to the head of his helpless confederate, the mate, and daring the drunken crew to interfere, promptly shot him dead.

"The whole thing was carried through in the true piratical spirit. The drunken crew at once declared that de Soto was just the sort of captain they wanted, and without any more ado he took command.

"It appears that the ship had already got her cargo of "black ivory" on board, for Benito de Soto is next heard of in the West Indies, where he sold the slaves at very good prices.

"He remained cruising in West Indian waters for some time and plundered a quantity of ships, most of which he scuttled after battening their crews down below.

"Having exhausted this cruising ground, he next took up a position in the South Atlantic, right in the route of the traffic to the East.

"In a very short while his raking brigantine, which had been renamed the 'Black Joke', had become the scourge of those seas.

"Indeed, so great was the terror of Benito and his 'Black Joke' in those seas by 1832 that homeward bound Indiamen began to make up convoys of themselves at St. Helena before heading north.



“Early in that year a whole fleet of ships was held up there through fear of the pirate.

“At last a convoy of eight ships was made up which started off homeward, with the Indiaman ‘Susan’, of 600 tons, as their flagship. Unfortunately one of these vessels, a barque, the ‘Morning Star’, of Scarborough, homeward bound from Ceylon, with 25 invalid soldiers and a few passengers, was an extraordinary slow sailer. By the third day all the ships had gone ahead except the ‘Susan’, which, in order to keep back to the ‘Morning Star’s’ pace, had to reduce sails to topsails and foresail.

“This progress was at last too slow for the ‘Susan’, and bidding good-bye to the barque, she also went ahead.

“At 11 A. M. on the second day after parting with the ‘Morning Star’, the ‘Susan’ sighted a large brigantine, crowded with men and showing a heavy long tom\* amidships. The pirate immediately bore down upon the Indiaman, and clearing his long gun for action, hoisted the skull and crossbones at the main.

“The ‘Susan’ was only a small Indiaman of 600 tons and eight guns, nevertheless the sight of her four starboard and broadside guns run out made Benito de Soto sheer off into her wake. Here he dodged about for over two hours, hesitating whether to attack or not; finally he sailed off in the direction he had appeared from. It was a lucky escape, for by some oversight the ‘Susan’ had no powder on board, though tons of shot.

“Meanwhile the ‘Morning Star’ was jogging along in the wake of the ‘Susan’. On the 21st February, when abreast of Ascension, a sail was sighted at daylight on the western horizon. Her hull was fast disappearing from sight when suddenly she altered her course and bore down upon the barque. The action was a suspicious one, especially when a pirate was known to be in the vicinity, and Captain Sauley of the ‘Morning Star’ immediately called all hands and crowded sail to get away.

“The stranger proved to be a long black brigantine with raking masts. ‘The Black Joke’ was whispered round the decks with bated breath.

\*“Long tom”, the nickname by which sailors referred to a heavy pivot brass cannon, usually a 24 or 32-pounder.

“The pirate, as she rapidly overhauled the slow-sailing ‘Morning Star’, hoisted British colours and fired a gun for the barque to back her topsail, but Captain Sauley kept on; thereupon the Colombian colours replaced the British on the pirate. He was now so close to the barque that his decks could be seen crowded with men. Benito de Soto himself could be made out standing by the mainmast—a head and shoulders taller than his crew. Suddenly he sprang to the long gun and fired it. It was loaded with canister, which cut up the rigging of the ‘Morning Star’ and wounded many of her crew.

“Captain Sauley held a hasty conference with his officers and passengers. It was decided to surrender; the colours were thereupon struck and the topsail backed.

“The ‘Black Joke’, with her long tom trained on to the deck of the barque, now ranged up to within 40 yards, and de Soto in stentorian tones ordered Captain Sauley aboard the brigantine with his papers. A courageous passenger, however, volunteered to go to try and make terms with the pirate. But he and his boat’s crew returned to the barque, bleeding and exhausted, having been cruelly knocked about and beaten by the pirates. He brought the following arrogant message: ‘Tell your captain that Benito de Soto will deal with him alone. If he does not come I’ll blow him out of the water.’ At this Captain Sauley went aboard the ‘Black Joke’, taking his second mate and three soldiers with him, besides the boat’s crew.

“Benito de Soto, cutlass in hand, silently motioned the wretched skipper to approach. Then, as he stood in front of him uncertain what to do, the pirate suddenly raised his cutlass and roared out, ‘Thus does Benito de Soto reward those who disobey him.’ The blow fell in full sight of the terrified people on the deck of the ‘Morning Star.’ The poor skipper was cleft to the chin bone and fell dead without a sound at the pirate’s feet. A shout of horror echoed across from the barque, at which Sauley’s second mate, who had been motioned forward, turned quickly in his tracks, only to be struck down and killed by Brabazon, de Soto’s chief officer.

“The pirates, like wild beasts, having tasted blood,

wanted more. The long gun was trained on the deck of the 'Morning Star', and as the ladies ran screaming below a shower of grape rattled about their ears. A boat of armed cut-throats next boarded the barque, but no resistance was offered, so Major Lobie and his sick soldiers were first stripped of their clothes and then thrown into the hold, a sick officer named Gibson dying from the brutal treatment shown to him.

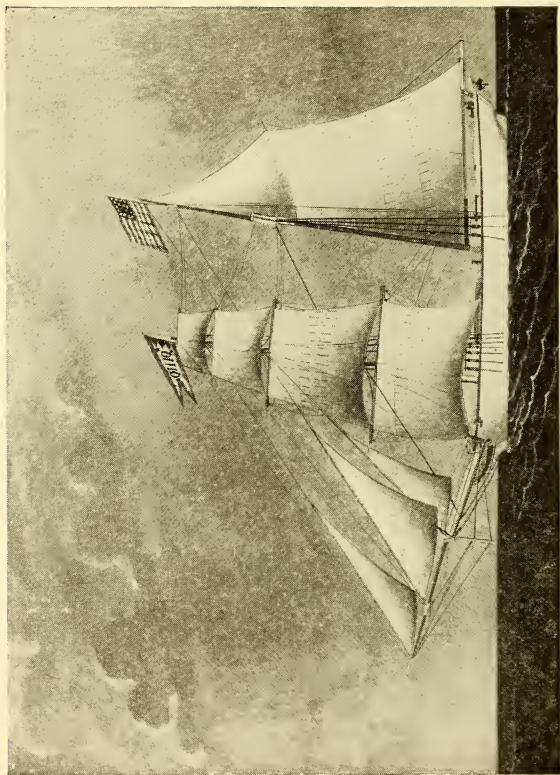
"The ladies were fastened into the fo'c'sle, and looting commenced. All this time de Soto stood calm and composed at his vantage post by the mainmast of the 'Black Joke', directing operations with the voice of a tiger. Stores, instruments and cargo, including seven packages of jewelry, were transferred to the pirate, and the cabins were looted of every vestige of clothing.

Then the hatches were battened down, and, with the steward to wait upon them, the pirates settled down to a regular buccaneering carousal. The wretched women were brought out of the fo'c'sle, and their screams rang out over the sea. It was a scene of awful savagery.

"Fortunately the pirates became so drunk that they forgot de Soto's bloodthirsty orders to butcher every soul aboard. However, they first locked the women in the fo'c'sle again, and then cut the rigging to pieces, sawed the masts in two, bored holes in the ship's bottom, and, satisfied that she would sink, tumbled into their boats and returned to the 'Black Joke', which immediately filled her topsail and went off after another victim.

"Meanwhile on the 'Morning Star' there was not a sound to be heard. For long those below had been shutting their ears to the screams of their women and the drunken yells of the pirates, and now they suddenly realized that the pirate had sheered off, but at the same time they also realized their horrible fate if they failed to break their way out of the hold, for in the semi-gloom it was noticed that the ship was slowly filling with water. The women, though they succeeded in forcing their way out of the fo'c'sle, did not dare show themselves on deck for some hours, being half crazed with fear. And it was only after some desperate struggles that the men succeeded in bursting a hatch open.





**BRIGANTINE "OHIO," BUILT AT MARIETTA, OHIO, IN 1847**

Was at one time in the slave trade

From an original painting in the Peabody Museum, Salem



“Rushing on deck, they found that it was nearing sunset. The vessel lay rolling sluggishly, an utter wreck. Forward the women were discovered huddled together in a state of collapse. Aft the compass had disappeared, whilst, almost more serious still, not a bit of food or drop of water remained.

“The pumps were quickly manned and the leaks plugged. Fortunately for the unhappy survivors, a ship hove in sight next day, and with her assistance the ‘Morning Star’ actually succeeded in getting home, where her arrival in the Thames created a great sensation.

“In the meantime Benito de Soto, on learning that the crew and passengers of the ‘Morning Star’ had not been butchered in accordance with his orders, put back again to look for her, but failing to find her concluded that she had gone to the bottom, and thereupon resumed his cruising.

“He is next reported as being thwarted in his attack on an outward bound Indiaman by a sudden storm. The story is well told by one of the Indiaman’s passengers, and as it presents a good picture of the times, I herewith give it in full:

“‘The gong had just sounded 8 bells, as Captain M. entered the cuddy, “care on his brow and pensive thoughtfulness.” So unusual was the aspect he wore that all remarked it; in general his was the face of cheerfulness, not only seeming happy, but imparting happiness to all around.

“‘What has chased the smiles from thy face?’ said one of the young writers; a youth much given to Byron and open-neck cloths. “‘Why looks our Caesar with an angry frown? But poetry apart, what is the matter?’”

“‘Why, the fact is, we are chased!’” replied the captain. “‘Chased! Chased!! Chased!!!’” was echoed from mouth to mouth in various tones of doubt, alarm and admiration.

“‘Yes, however extraordinary it may seem to this good company,’” continued our commander, “‘I have no doubt that such is the fact; for the vessel which was seen this morning right astern and which has maintained an equal distance during the day is coming up with us hand over hand. I am quite sure, therefore, that she is after no

good; she's a wicked-looking craft; at 1 bell we shall beat to quarters."

"We had left the Downs a few days after the arrival of the 'Morning Star', and with our heads and hearts full of that atrocious affair, rushed on the poop. The melancholy catastrophe alluded to had been a constant theme at the cuddy table, and many a face showed signs of anxiety at the news just conveyed to us. On ascending the poop assurance became doubly sure, for, certain enough, there was the beautiful little craft overhauling us in most gallant style. She was a long, dark-looking vessel, low in the water, but having very tall masts, with sails white as the driven snow.

"The drum had now beat to quarters, and all was for the time bustle and preparation. Sailors clearing the guns, handing up ammunition, and distributing pistols and cutlasses. Soldiers mustering on the quarter deck prior to taking their station on the poop—we had 200 on board. Women in the waist, with anxious faces, and children staring with wondering eyes. Writers, cadets and assistant surgeons in heterogeneous medley. The latter, as soon as the news had been confirmed, descended to their various cabins and reappeared in martial attire. One young gentleman had his 'toasting knife stuck through the pocket-hole of his inexpressibles—a second Monk-barns; another came on exulting, his full dressed shako placed jauntingly on his head as a Bond Street beau wears his castor; a third, with pistols in his sash, his swallow-tailed coat boasting of sawdust, his sword dangling between his legs in all the extricacies of novelty—he was truly a martial figure, ready to seek for reputation even at the cannon's mouth.

"Writers had their Joe Mateon and assistant surgeons their instruments. It was a stirring sight, and yet, withal, ridiculous.

"But, now, the stranger quickly approached us, and quietness was ordered. The moment was an interesting one. A deep silence reigned throughout the vessel, save now and then the dash of the water against the ship's side, and here and there the half-suppressed ejaculation of some impatient son of Neptune.





ADMIRAL DAVID GLASGOW FARRAGUT

At the age of thirty-seven

“Our enemy, for so we had learned to designate the stranger, came gradually up in our wake. No light, no sound issued from her, and when about a cable’s length from us she luffed to the wind, as if to pass us to windward; but the voice of the captain, who hailed her with the usual salute, ‘Ship ahoy!’ made her apparently alter her purpose, though she answered not, for, shifting her helm, she darted to leeward of us.

“Again the trumpet sent forth its summons, but still there was no answer, and the vessel was now about a pistol shot from our larboard quarter.

“Once more, what ship’s that? Answer, or I’ll send a broadside into you,” was uttered in a voice of thunder from the trumpet by our captain.

“Still all was silent, and many a heart beat with quicker pulsation.

“On a sudden we observed her lower studding sails taken in by some invisible agency; for all this time we had not seen a single human being, nor did we hear the slightest voice, although we had listened with painful attention.

“Matters began to assume a very serious aspect. Delay was dangerous. It was a critical moment, for we had an advantage of position not to be thrown away. Two main-deck guns were fired across her bow. The next moment our enemy’s starboard ports were hauled up and we could plainly discern every gun, with a lantern over it, as they were run out.

“Still we hesitated with our broadside, and about a minute afterwards our enemy’s guns disappeared as suddenly as they had been run out. We heard the order given to her helmsman. She altered her course, and in a few seconds was astern of us.

“We gazed at each other in silent astonishment, but presently all was explained. Our attention had been so taken up by the stranger that we had not thought of the weather, which had been threatening some time, and for which reason we were under snug sail. But, during our short acquaintance, the wind had been gradually increasing, and two minutes after the pirate had dropped astern it blew a perfect hurricane, accompanied by heavy rain.



“We had just time to observe our friend scudding before it under bare poles, and we saw him no more.

“After this audacious attempt, Benito de Soto steered north, with the intention of running into Corunna to refit and dispose of plunder. Off the Spanish coast he captured a local brig, and after plundering her, sank her, with all on board except one man, whom he retained to pilot the ‘Black Joke’ into Corunna. As the pirate neared the harbor, with this man at the helm, de Soto said to him :

“‘Is this the entrance?’

“‘The reply was in the affirmative.

“‘Very well, my man,’ went on the pirate captain, ‘you have done well, I am obliged to you,’ and drawing a pistol from his belt, he shot the wretched man dead.

“At Corunna the pirate managed to sell his plunder without arousing suspicion, and obtaining ship’s papers under a false name, shaped a course for Cadiz. But the weather coming on, he missed stays one dark night close inshore and took the ground. All hands, however, managed to reach the shore safely in the boats, and de Soto, nothing daunted by his misfortune, coolly arranged that they should march overland to Cadiz, represent themselves as shipwrecked mariners, and sell the wreck for what it would fetch. At Cadiz, however, the authorities were more on the alert than at Corunna, and arrested six of the pirates on suspicion that they were not what they represented themselves to be. They were not quite quick enough, however, de Soto and the rest of the pirate crew getting clean away. The pirate captain made his way to Gibraltar, where some of the invalid soldiers out of the ‘Morning Star’, on their way to Malta, happened to recognize him in spite of the fact that he wore a white hat of the best English quality, silk stockings, white trousers, and blue frock-coat. He was thereupon arrested, and in his possession were found clothes, charts, nautical instruments and weapons taken from the ‘Morning Star’. This was enough to convict him, but under his pillow at the inn where he was stopping the maid servant discovered the pocket-book and diary of Captain Sauley, which settled matters.

“He was tried before Sir George Don, Governor of Gibraltar, and sentenced to death. The British authorities sent him across to Cadiz to be executed along with the pirates captured there. A gallows was erected at the water’s edge. He was conveyed there in a cart, which held his coffin. He met his death with iron fortitude. He actually arranged the noose round his own neck, and finding the loop came a little too high, calmly jumped on to the coffin and settled it comfortably round his neck, as cool and unconcerned as if it had only been a neckcloth. Then, after taking a final look round, he gazed for a moment steadfastly out to sea. As the wheels of the tumbril began to revolve, he cried out, ‘Adios todos!’ (farewell all), and threw himself forward in order to hasten the end.

“Thus died Benito de Soto, the last of the more notable pirates, and a true example of the old-time sea rover.

“Curiously enough, in the autumn of the very year that finished Benito de Soto’s career, a man of the same name was also taken for piracy. This man was the mate of the pirate schooner ‘Pinta’, which brought disaster to the brig ‘Mexican’, of Salem, on the 20th of September, 1832.”\*

In the following pages the author has, with much trouble, compiled from the files of the New York Shipping and Commercial List a complete list of vessels of every nation attacked by pirates from 1824 to 1832.

Oct. 20, 1824.

The polacre brig “Union”, under English colors, from Gibraltar to Vera Cruz, ran ashore on the N. E. point of the harbor of Neuvitas and bilged—crew captured and cargo plundered by the pirates.

Brig “Albert”, Phillips, of New York, from Cadiz to Havana, captured by a Colombian pirate off Stirup Key; was cast away on the 11th Sept. near Abaco. Vessel a total loss.

Nov. 17, 1824.

The brig “Laura Ann”, Shaw, of New York, from Montevideo for Havana, with jerked beef, has been cap-

\*The account of this act of piracy will be found on pp. 8-11.

tured and burnt by pirates, on the coast of Cuba, and all on board murdered, with the exception of one man.

Dec. 11, 1824.

Schooners "Ann", Ryan, and "Rainbow", Davis, from Jamaica for North Carolina, have both been plundered by a piratical schooner.

Dec. 18, 1824.

The French ship "Calypso", captured by pirates near Cape St. Philip, Cuba, has been recaptured by the U. States schooner "Terrier", and was proceeding for Thompson's Island (now Key West), 16th ult.

Dec. 22, 1824.

The Spanish corvette "Alvea", from Corunna for Havana, was captured 1st ult. by the Colombian schooner "Aquilla", commanded by a famous pirate, and taken into Port Cavello.

Jan. 12, 1825.

The brig "Edward", Dillingham, from Bordeaux for Havana, was captured by pirates near the coast of Cuba, 11th Oct. last—not known where she was carried. Part of her crew escaped in one of her boats.

Jan. 15, 1825.

Spanish brig "Maceas", from Gibara, Cuba, for Cadiz, with a cargo of tobacco, was captured on the 3d ult. by the pirate schooner "Centella", formerly a Colombian privateer.

Jan. 26, 1825.

The wreck of the French ship "Jerome Maximilien", Marre, which sailed from this port (New York) early in December for Port au Prince, drifted ashore at Turks Island, about 30th ult.—no person on board. She is supposed to have been plundered by pirates and her crew murdered.

Ship "Louisa", Hopkins, from Providence for New Orleans, has put into Savannah—having seen a pirate off the Hole in the Wall.

Feb. 9, 1825.

Brig "Betsey", Hilton, from Wiscasset (Maine), for Matanzas, with lumber, has been totally lost on the double-headed Shot Keys, as is stated by a sailor named

Collins, who belonged to her, and who also states that all the crew except himself were murdered by pirates after the shipwreck.

March 12, 1825.

Schooner "Mobile", Prescott, from Baltimore for Porto Rico, put into Jacquemel about the middle of February, having been chased by two piratical boats, and threw over her deck load.

March 19, 1825.

Brig "Alexander", Linzee, of Boston, at Rio Janeiro, was fired upon and robbed of sundry articles by a schooner of about 75 tons, in lat. 7 N. long. 21 W.

May 18, 1825.

Schooner "Planter", Eldridge, from this port (New York), for Neuvidas, was captured by a pirate about March 10th. Captain and crew supposed to be murdered.

May 21, 1825.

Schooner "Alert", Eldredge, of Yarmouth, has put into Antigua, in distress, having been robbed by a pirate in lat. 17, lon. 58.

June 4, 1825.

Brig "Edward", Ferguson, from Havana for this port (New York), was captured by a pirate on the 17th of February last. A passenger and two of the crew were landed on an island on the coast of Cuba. The remainder supposed to have been murdered, and the vessel destroyed.

Sept. 7, 1825.

Spanish brig "Carmen", from Barcelona and Cadiz for Havana, with government stores, was captured on June 28, off Baracoa, by the pirate "Zulene".

Oct. 22, 1825.

Spanish ship "Catalina del Comercio", of Barcelona, from Cuba, was captured by a pirate on Aug. 4. Crew sent into Cadiz.

Nov. 12, 1825.

Dutch ship "Augustine", Granswald, from Campeachy for Havana, was captured by a Colombian pirate on 29th ult.

Jan. 25, 1826.

Schooner "Gen. Warren", Morris, of Cohasset, from Boston for Tampico, put into Charleston 13th inst.—part of her crew having landed at the double-headed Shot Keys, where they were supposed to be detained by pirates.

April 12, 1826.

Schooner "Hope and Susan", Chase, from Marseilles for Havana, has been captured by the piratical Colombian privateer "Constantia", and sent into Carthagena.

August 9, 1826.

Brig "Henry", Green, from Boston, arrived at Rio Grande early in May—was robbed by a pirate a little south of the equator.

March 31, 1827.

Brig "Falcon", Somers, of Gloucester, Mass., had been robbed in the Archipelago, by Greek pirates, and would have to proceed to Smyrna for provisions.

May 2, 1827.

Brig "Ann", of and from Salem,\* for river La Plata, was spoken about the middle of March, having been robbed of sails, rigging, provisions, etc., by a piratical schooner near the Equator.

Dec. 1, 1827.

Brig "Bolivar" Clark, of and from Marblehead, Mass., to Mobile, Oct. 12th, was chased by an armed schooner, supposed to be a pirate; part of the brig's cargo was thrown overboard to avoid capture.

Dec. 5, 1827.

Brig "Cherub", Loring, from Boston, was taken by a pirate, Sept. 5th, two miles from the island of Ceriga, and plundered of all her cargo, sails, rigging, etc.

Dec. 26, 1827.

Brig "Rob Roy" was plundered by Greeks, between the islands of Tino and Micani, of about 40 cases of opium and 10 cases of indigo, with all the clothing and money of the officers.

\*The brig "Ann" referred to is probably the vessel built at Pembroke in 1815, 204 tons. On July 21st, 1821, she was owned by Henry Prince and Henry Prince, Jr.; Charles Millet, master.



# THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LIX, page 168.)

If it is true that he moved to New Hampshire, it then becomes difficult to account for a John Burnap whose marriage intentions are recorded as of 23 May, 1782, with the widow Hepzibah Fish. The name should doubtless be Fisk, and in the Fiske Genealogy it is stated that John Fiske, born in 1751, married Hepzibah . . . and died 5 April, 1773; that she then married, in 1776 (intentions 17 August), Moses Pearson, and that upon his death, of which the date is not given, she married, in 1782 (intention 23 May, Reading Town Records, where she is called Hepzibah Fish, widow), a Burnap or Burnet. From the Town Records it appears that his name was John. The only Moses Pearson whose death appears died in Andover in 1835, ae. 83, and if Hepzibah had married a Pearson, why is she called widow Fish in 1782? The surmise of the writer is that Mary Hayward died about 1781, after the birth of her son Amos, and that John Burnap then married, in 1782, Hepzibah, widow of John Fiske. The widow of a John Burnap died 9 May, 1813, but her name is not given.

John, the son of the above, married and lived in Temple, N. H., and this may have given rise to the story that his father was there.

## Children :

262. JOHN, born 27 Sept., 1769; died 3 Feb., 1795, Temple, N. H.
263. ELI, born 25 Jan., 1772; died 5 Oct., 1800, Temple, N. H.
264. PIUS UPTON, born 5 Feb., 1775; died 11 Aug., 1827, Packersfield, N. H.
265. MOLLY, born 23 Aug., 1778; died 5 Feb., 1799.
266. AMOS, born 4 Aug., 1781; died 1 Mar., 1812.

Note—The last two children are based upon information from a descendant of John Burnap's, and are not found in the records.

172. MARY BURNAP, baptized in 1744 in the Reading Congregational Church; married, 29 November, 1768, at

Reading, Ebenezer, born 14 May, 1749, at Andover, son of Thomas and Elizabeth (Walcott) Chandler of Andover. She died 22 October, 1778, at Wilton, N. H., and he married, about 1779, Sarah Averill, widow of James Hutchinson, who died after 1794, when he married, for a third wife, Remembrance Fletcher, widow of Moses Pierce. He died 15 September, 1823, at Wilton, in his 75th year. (Averill and Chandler Genealogies.)

Children, born at Wilton probably, by first wife—  
CHANDLER :

MARY, born 17 Oct., 1769; married Isaac Jewett of Temple, N. H.

BETTE, born 7 Feb., 1771; married John Prince of Brooklyn, Conn., and Joseph Melendy.

EUNICE, born 12 Feb., 1773; married, 27 Nov., 1800, Timothy R. Buxton.

RUTH, born 15 Mar., 1775; married, 12 Sept., 1830, Darius Douglas of Wilton, N. H.

HANNAH, born 27 July, 1778; married Nathaniel Blodget.

173. SAMUEL BURNAP, born 17 July, 1747; married, 16 January, 1770, at Reading (intention 16 November, 1769, at Andover), Bette, probably the daughter of Jabez and Elizabeth Hayward, if so, born 11 March, 1748/9, at Reading. His name appears as Burnam in the Andover and Reading Records, but as Burnap in the Middlesex Court Records. The first two children were born in Reading, and about 1775-6 the family removed to Temple, N. H.

He was a farmer, and signed the Association Test in 1776; recorded as of Andover, he was a private in Captain Henry Abbot's company, which marched on the alarm of April 19, 1775, for a day and a half of service. He also served in Captain Drury's company, Lieutenant Colonel T. Heald's regiment, 29 June, 1777, to Ticonderoga, and again in the same company, Colonel Daniel Moore's regiment, 29 September, 1777, to Saratoga, and was discharged 26 October, 1777.

As a boy of 16 he was placed under the guardianship of Ephraim Pratt, turner, 23 August, 1762. (Middlesex Probate Court Records, vol. xxx, p. 391.)

His name appears as a subscriber to the Meeting House fund at Temple on 3 August, 1781, to which he gave \$2.

He died 2 January, 1832, ae. 81, and his wife died 10 April, 1838, ae. 89, at Temple, an apparent error as to his age in the gravestone.

Children, born in Reading and Temple, N. H. :

267. BETSEY, born 22 Feb., 1771, in Reading; died after 1808, in Andover, Vt.
268. SAMUEL, born 24, baptized 28 Nov., 1773, in Reading; died 18 June, 1842, in Fitchburg, Mass., ae 68 yrs. 2 mos. 18 days.
269. RUTH, no records found.
270. BETHIAH, born 12 Sept., 1784; died 3 Mar., 1874, in Chelmsford, Mass.
271. EUNICE, no records found.

The last three were probably born in Temple.

174. SUSANNA BURNAP, born 26 October, 1736 ; married (intention 29 December, 1754, at Lynn), Nathaniel, born 30 March, 1730, at Lynn (baptized 1730, Reading Church Record), son of Nathaniel and Dorcas (Sawyer) Sherman. Her name appears as "Burnitt" in the Lynn Records. They lived in Lynn and Lynnfield, where she died 3 October, 1768, in her 33d year (Congregational Church, Lynnfield), and he died 27 September, 1809, ae. 79. It was probably he whose marriage intentions were published 30 January, 1791, with Mary Wilkins, but no children are recorded by this marriage.

Children, by first wife, recorded in Lynn—SHERMAN :

- SUSANNAH, born 19 April, 1756; died 4 Sept., 1822, ae. about 77, in Lynnfield.
- REBEKAH, born 6 July, 1758; married, 9 July, 1781 (3 July 1783, Universalist Church, Saugus Records), John Meeds. She died 12 Nov., 1786, ae. 27 (Lynnfield Church Records).
- DORCAS, born 10 July, 1760; married, 2 May, 1786 (intention 19 Sept., 1785), Edward Pratt of Lynnfield. She died 23 June, 1791, 31st year (North Reading Church Records).
- KEUTHA, born 27 Feb., 1762, possibly the "Katy" who married Timothy Burnham 26 June, 1783, at Lynn. No further records found.
- LYDIA, born 27 Feb., 1762; married, 28 Oct., 1784, at Lynnfield, Benjamin Willey.

175. MARTHA BURNAP, born 28 Dec., 1737; married before 1760, Richard, born 17 March, 1731/2, son of William and Elizabeth (Lamson) Melendy of Reading, Mass., and Amherst, N. H. She died November, 1796 (Reading Congregational Church Records), and he married, 23 January, 1798, Mary (Polly) Goodale, at Reading. He remained in Reading when his parents removed to Amherst, and it would appear lived in Wilmington, Mass., about 1778, as twin daughters were born there; however, he died in Reading, 15 July, 1824, ae. 92, but the death of his second wife is not recorded.

Children, by his first wife, born in Reading and Wilmington—MELENDY :

MARTHA, born 21 Aug., 1760; married, 26 Jan., 1786, Benjamin Woodbridge.

SUSANNA, born 9 Feb., 1765.

RICHARD, born 28 July, 1767; married, 18 April, 1793, Polly Tay, at Woburn. It is possible that it was his wife who died November, 1796, rather than his mother, for the entry simply reads, "—, wife of Richard," and his second and last child was born in 1795, but as his father was still alive, it would seem that he would have been called Richard, Jr. In view of this possibility, it may also be that it was he and not his father who was married again in 1798.

THOMAS, born 26, baptized 29 Oct., 1769 (Wakefield Church Records).

JOSEPH, born 12 Mar., baptized 21 June, 1772; probably married Bette Chandler, daughter of Ebenezer Chandler, No. 172.

WILLIAM, born 16 May, 1774; died Feb., 1795, ae. 20, in Reading.

MARY, born 13 Oct., 1778, in Wilmington.

SAMUEL, born 13 Oct., 1778, in Wilmington; married Hannah Pierce (intention), 16 June, 1802; died 20 Mar., 1844, ae. 65, in Reading.

177. BETHIAH BURNAP, born 6 October, 1739; married, 5 June, 1760, at Reading, John, born 21 September, 1736, at Reading, son of John and Joanna (Nichols) Nichols. He inherited his father's house in Reading, and died there 20 August (September in Town Records), 1819, ae. 82 (Laurel Hill Cemetery), and his wife died there 19 May, 1823, ae. 84 (Ibid).

## Children, born in Reading—NICHOLS :

JOHN, born 19 April (baptized 8 May, 1763), 1761; married, 8 Dec., 1785, Jerusha Parker. He died 14 Sept., 1823, ae. 62 (ae. 63, Laurel Hill Cemetery).

MARY, born 2 Oct., 1763; died 1 April, 1838, ae. 75, unmarried.

KENDALL, born 10 Jan., 1766; married, 5 June, 1787, Hannah Symonds, and removed to Sharon, Mass.

JAMES, born 29 April, 1768; married (intention), 10 Sept., 1793, Lydia Hosea of Amherst, N. H. He died 10 March, 1849, ae. 80 yrs. 11 mos.

ZECHARIAH, born 14 July, 1770; married (intention), 1 Oct., 1792, Rebeckah Damon.

SAMUEL, born 28 Aug., 1772; removed to Stoddard, N. H.

EBENEZER, baptized 29 Oct., 1775; died 2 Sept., 1778, ae. 4 (Laurel Hill Cemetery).

URIAH, bapt. 30 Aug., 1778.

BETHIAH, born Aug., 1778; died 10 Sept., 1778, ae. 12 days.

HOSEA, given in History of Reading, not in Vital Records.

180. ELIZABETH BURNAP, born 6 June, 1745; married, 24 January, 1765, at Reading, Andrew, born 27 September, 1741, at Reading, son of Andrew and Elizabeth (Nickolls) Beard. They removed to Gardner, Mass., after March, 1772, where he carried on his trade of carpenter, and died 22 January, 1831, ae. 89 (Church Records), and his wife died about 1835. The name appears variously as "Bard," "Baird," and "Bayrd."

## Children, born in Reading and Gardner—BEARD :

ANDREW, born 10 Aug., 1766; died young probably.

ELIZABETH, born 21 May, 1768.

TABITHA, born 2 Mar., 1770; married, 8 Mar., 1795, Abel Woodward, at Gardner. She died 26 Aug., 1842, ae. 72, at Westminster, Mass.

ANDREW, born 20 Mar., 1772; married, 19 Feb., 1795, Lucy Dunn, at Gardner. He died in 1851, ae. 79, at Gardner.

ARTEMAS, given in History of Gardner, but birth not recorded; married, 31 Aug., 1801, Sarah Nichols, at Gardner.

AARON, given in History of Gardner, but birth not recorded; married, 10 Aug., 1802, Anne Dunster, at Gardner.

MARY, given in History of Gardner, but birth not recorded.

ABEL, born about 1780; died 5 Nov., 1835, ae. 55, at Wakefield.

Note—The fact that the last four of these children do not appear



in the records of any of the towns in which the family is known to have been, suggests that during this time they may have been in some other place.

BETHIAH (Thier), birth not recorded; married, 27 June, 1802, Aaron Wood. She died 19 May, 1835, ae. 51, at Gardner.

DORCAS, baptized 18 Feb., 1787, at Gardner; married — Jewett, according to History of Gardner.

HEPZIBAH, given in History of Gardner.

LUCINDA (Cene), baptized 30 May, 1790, at Gardner.

181. REBECCA BURNAP, born 6 June, 1745; married, 3 November, 1763, at Reading, David, born 7 March, 1741, at Reading, son of John and Johanna (Nichols) Nichols, brother of John Nichols who married her sister Bethiah, No. 177. The children supposed to be theirs and so given in the History of Gardner, were born in Lynn, Chelmsford, and Westminster, and both David and his wife died in Gardner, so it may be assumed that they lived in all these towns for a time. He died "before 19 October, 1791" (Church Records), and she died 21 December, 1825.

#### Children—NICHOLS :

DAVID, born 2 Feb., 1766, in Lynn; married, 4 Dec., 1788 Rachel Howard. He died 19 Aug., 1822, ae. 56 yrs. 6 mos., at Westminster.

KENDALL, born 5 July, 1768, in Chelmsford; married, 31 July, 1792, at Gardner, Deborah Partridge.

REBEKAH, born 4 July, 1770, in Westminster; married, 27 July, 1790, Joseph Wright. She died 20 June, 1837, ae. 67 (Center Burial Ground, Gardner).

MARY, born 5 May, 1773, in Westminster; married, 19 June, 1794, at Gardner, Jonathan Kendall, and lived at Hubbardston.

ISAAC, born 20 Sept., 1774, in Westminster; married, 9 Sept., 1798, Nancy Dodge (Dogg-Dodge).

ASA, born 15 May, 1779, in Westminster; married Mary Darby (intention), 10 Jan., 1806, at Westminster.

SARAH, born 21 June, 1781, in Westminster; married, 31 Aug., 1800, at Gardner, Artemas Beard (Bard-Baker), son of Andrew and Elizabeth (Burnap) Beard, No. 180.

EDMUND, born 16 Mar., 1784; married, 15 May, 1806, at Westminster, Esther Jackson. She died 15 June, 1807, and he married, 1 Dec., 1808, at Gardner, Dorcas Whitney. The

History of Gardner says his second wife was Rhoda Forbush, but this does not appear in the Vital Records, nor are there any children recorded in their names. The History of Westminster says that Dorcas Whitney married another Edmund, which may be true. This history also says that this other Edmund married, secondly, 17 June, 1813, Betsey Adams, and in the Vital Records of Westminster the husband of Betsey died 7 Nov., 1839, *ae.* 57, which would certainly be the age of Edmund, second cousin of Edmund born 1784, who was born in 1782.

183. JOSEPH BURNAP, born 13 June, 1747; married, 24 November, 1768, Abigail, baptized 1748, North Reading Congregational Church, the daughter of Ebenezer and Abigail Bickford. They lived in Reading, and if the Emerson Genealogy is correct, in New York, but no evidence of this has been found.

William Bickford of Reading, cordwainer, Jonathan Foster, yeoman, and Abigail Foster, his wife, and Abigail Bickford, spinster, of Reading, and David Bickford of Salem, carpenter, consideration £200: 2: 8, to James Foster of Lynn, land in Reading, 9 May, 1767. Witnesses: Jos. Parker, Jr., Jonathan Foster, Jr., Samuel Foster, Jacob Kembal, Benjamin Brown, William Bickford, Abigail Foster, Jonathan Foster, Abigail Burnap (different hand), David Bickford (the last two for Abigail Burnap). Acknowledged last Tuesday in November, 1783. (Mdx. Land Records, vol. lxxxv, p. 205.)

Joseph Burnap of Reading, gent., consideration £210, to Nathan Parker of Reading, Esq., land in Reading, except the one-half of the house which Isaac Burnap left to his widow Susanna during her life, also part of a house reserved in said will to Sarah Burnap. 24 Feb., 1789. Witnesses: John Alford, mason, William Winthrop. Acknowledged 24 Feb., 1789, by Joseph Burnap. (Mdx. Land Records, vol. c, p. 38.)

Joseph Burnap of Reading, gent., consideration £90, to Edmund Eaton of Reading, gent., one-half a house in Reading, West Parish, provided that whereas Isaac Burnap, late of Reading, deceased, provided in his will, his son Joseph abovesaid the executor, and Edmund Eaton and Thomas Brown were bound with Joseph to the Judge

of Probate to save said Eaton all trouble and expense. 6 March, 1789. Witnesses: James Bancroft, Jonathan Wesson, Jr. Acknowledged 26 March, 1789. (Mddx. Land Records, vol. c, p. 91.

Nathan Parker of Reading, Esq., for good and sufficient reasons, to Joseph Burnap of Reading, gent., a building and land in Reading, West Parish, 55 acres. 19 March, 1789. Witnesses: James Bancroft, Daniel Damon, Jr. Acknowledged 19 March, 1789. (Mddx. Land Records, vol. c, pp. 195-9.

Joseph Burnap of Reading, gent., consideration £1: 5: 6, to Samuel Damon, Jr., of Reading, yeoman, land in Reading. 26 March, 1789. Witnesses: James Bancroft, Jonathan Wess[on], Jr. Abigail Burnap also signs. Acknowledged 26 March, 1789.

Joseph Burnap of Reading, gent., 19 March, 1789, acknowledged a debt to Jonathan Wesson, Jr., gent., £206, which ought to have been paid 23 March instant; of the good, etc., of Joseph Burnap cause to be paid to said Jonathan Wesson. 3 March, 1789. Nathan Parker, Esq., Samuel Damon, yeoman, and Edmund Eaton, gent., appraisers. Appraisers' return 24 March, 1789, and creditors' receipt 15 July, 1789. (Mddx. Land Records, vol. xcix, p. 125.)

There is no record of the death of Joseph Burnap in Reading, but an Abigail Burnap died there 20 September, 1830, ae. 83, which corresponds to his wife's age and may be her death. On the other hand it may be that there is good foundation for the statement that he removed to New York.

#### Children, born in Reading :

- 272. JOSEPH J., born 4 Feb., 1770; died 27 June, 1857, ae. 82, in Wilmington.
- 273. ABIGAIL, born 25 April, 1772.
- 274. SUSANNA, born 20 Oct., 1774; died 14 Feb., 1849, ae. 74: 3: 15, at Reading.
- 275. CYRUS, born 8 Feb., 1777.
- 276. ISAAC, born 30 Mar., 1779.
- 277. GEORGE, born 24 Feb., 1781.
- 278. ZORODAY, born 17 May, 1783.

184. JACOB BURNAP, born 20 October, 1748; married, 7 October, 1773, at Reading, Ruth, born 13 March, 1748, baptized 3 April, 1748, at Reading, daughter of Ebenezer and Ruth Hopkinson. She died 21 December, 1773, and he married again, 31 December, 1776, Elizabeth, born 26 June, 1757, daughter of Caleb and Ruth (Albree) Brooks of Charlestown and Medford.

Jacob Burnap was graduated at Harvard College in 1770 (D. D. 1813), and the following year was invited to preach, as a candidate, at Merrimack. The church voted, 23 December, 1771, to give him a call as pastor and to pay him £75 as settlement, with an annual salary of £50, which call he accepted in March, 1772. The town then had a population of five hundred, and deep interest was taken in the approaching ordination, a great crowd being anticipated for the ceremony, so much so that a committee was appointed to lay a loose floor in the galleries of the then unfinished meeting house, to brace the galleries and put up a rough breastwork in front, with stairs or ladders to each. Only temporary seats were provided at that time, and it was several years before "pew-grounds" were laid out and deeded to purchasers. On Wednesday, 14 October, 1772, the event took place, thirteen other churches being represented, and Mr. Burnap began his pastorate of over forty-nine years.

His testimonial to his first wife upon her gravestone reads: "In memory of her affection, prudence, goodness, virtue and piety, I inscribe her praise and lament her sudden death; but not as they who mourn without hope, for I believe and expect the resurrection of them that sleep in Christ."

The Rev. Humphrey Moore of Milford, in a funeral discourse, remarks: "The faculties of his mind were strong and well-proportioned. They were calculated for extensive acquirements and usefulness, and for the formation of a complete character. His understanding was clear and quick in its operations. His reason was strong and conclusive. His judgment was sound and correct. His memory was retentive. These powers were well cultivated. He was remarkable for patience of thought, by which he was peculiarly qualified for investigation. He



could dwell on subjects till light collected and truth appeared. . . . He continued to preach until prostrated by his last sickness, which was only of two weeks' duration, when he was removed from the scenes of his earthly labors, after having been pastor of the church almost fifty years." (Centennial Celebration in Merrimack, 1846.)

Rev. William Bentley of Salem, in his remarkable diary, says, "At Merrimack Mr. Burnap is much esteemed," this under date of May, 1805.

His second wife died 1 May, 1810, ae. 52, and he himself 26 December, 1821, ae. 73. His epitaph reads:

"After a long and peaceful ministry,  
He died in the faith of Jesus Christ;  
He sleeps here in the midst of his flock,  
By whom he was beloved and revered,  
Awaiting a happy resurrection  
To a new and better life."

Children, born in Merrimack:

- 279. HORATIO GATES, born 4 Jan., 1778 (? 9 Jan., 1777).
- 280. ELIZABETH, born 1799; died 1840, probably in Montpelier, Vt.
- 281. RUTH, born 1780; died 27 Nov., 1806, ae. 26.
- 282. HANNAH, born about 1781; died 25 Oct., 1800, in Medford, Mass.
- 283. REBECCA, born 14 May, 1784.
- 284. ABIGAIL, born 1785; died 26 Aug., 1808, ae. 22.
- 285. JOHN, born 1788; died 1827.
- 286. JACOB, born 17 Feb., 1790; died 1862, in Merrimack.
- 287. SUSAN, born 14 Nov., 1791.
- 288. CALEB B., born 17 Feb., 1794.
- 289. FRANCIS, born 24 Jan., 1796; was a lawyer, and living in Rookville, Ill., in 1846.
- 290. LUCY, born 2 Oct., 1797.
- 291. GEORGE WASHINGTON, born 30 Nov., 1802; died 8 Sept., 1859, ae. 57, probably in Baltimore.

186. ABIGAIL BURNAP, born 21 June, 1752; married, 15 January, 1771, at Reading, Thomas, probably born 22 Feb., 1748/9, at Reading, son of Thomas and Phebe Tayler, and died probably 24 Oct., 1819.

Children, born in Reading—TAILER:



JAMES, born 21 Nov., 1771; married, 31 May, 1798, Sarah Nick of Marblehead. He died 14 Jan., 1849, ae. 72: 6: 8, at Reading.

THOMAS, born 4 Aug., 1773; probably died young.

A son, born 6 Aug., 1776; perhaps the James baptized that year.

A daughter, born 2 Oct., 1778.

PHEBE, born 19 Oct., 1780; died 10 Nov., 1822.

THOMAS, born 24 Nov., 1782.

SUSANNAH, born 12 Aug., 1785; married, 28 Oct., 1810, Joseph Wheeler. She died 15 Jan., 1817, 32d year.

ISAAC, baptized 25 Sept., 1787.

187. MEHETABEL BURNAP, born 28 October, 1728, baptized 10 November, 1728; married, 17 September, 1766, at Hopkinton, Solomon, born 19 September, 1744, son of Nathan and Persis (Whitney) Goodale of Marlborough, Mass. She died 6 October, 1769, and he married again, Persis Bailey. He lived in Athol and New Braintree, Mass., and in Wardsboro, Vt., where he died in 1815. It is not recorded that he had any children.

188. JOHN BURNAP, born 20 September, 1731; baptized 26 September, 1731; married, 1 May, 1755, Anna, born 8 July, 1736, daughter of Solomon and Anne (Ripley) Wheat of Windham, Conn. The name sometimes appears as Burnett, but the children were baptized as Burnaps. The baptisms were recorded in Hopkinton, although he was married in Uxbridge, and may have lived there for a time.

He is probably the John whose name is in a muster roll of Worcester County for service in Rhode Island, etc.

His wife died after 1774, and he married, about 1788, Lydia, born 24 April, 1725, at Hingham, Mass., daughter of Ebenezer and Hannah (Gannett) Kent, who had previously married, 20 December, 1753 (22 December, History of Hingham), Noah Ripley. She was 63 years old when she married John Burnap, and died 17 June, 1816, ae. 91, at Barre, Mass. She had outlived him ten years, as he died in 1806. If he had any estate to settle, no papers concerning it are to be found in Worcester Probate Records, although some deeds are recorded, as given below.

The gravestone of his second wife reads: "In memory of Mrs. Lydia Burnett, who was first the consort of Mr.

Noah Ripley, by whom she had 8 sons and 11 daughters, 17 of whom lived to have children. The descendants at her death were 97 grandchildren and 106 great-grandchildren. She died June 17th, 1816, aged 91 years. 'Many daughters have done virtuously, but thou excellent.'"

Edward Chamberlain of Hopkinton, husbandman, consideration £14: 6: 8, to John Burnap of Hopkinton, husbandman, land in Hopkinton, 19 acres 60 rods (easterly bounds Capt. Burnap), he to pay to Trustees of Hopkinton Lands the yearly rent of 1d. per acre. 27 Aug., 1764. Acknowledged 27 Aug., 1764. Witnesses: John Jones, Benjamin Carrell. (Hopkinton and Upton Deeds, vol. vi., p. 99.)

John Burnet of Hopkinton, gent., consideration £200 to Barachias Morse of Hopkinton, yeoman, land lying in common and undivided with land of Dea. Benjamin Burnet in Hopkinton, 45 acres. (Daniel Burnet's land mentioned.) 19 December, 1772. Anna Burnet also signs. Acknowledged 19 Dec., 1772, by John Burnet. Witnesses: John Wilson, Jesse Rice, Samuel Stimson, Benjamin Burnes. (Mddx. Land Records, vol. lxxiii, p. 525.) (Note also the deeds under his father's name.)

John Burnett of Hopkinton and Anna his wife, consideration £18 to Samuel Stimson of Hopkinton, land in Hopkinton. 4 January, 1773. Acknowledged 8 March, 1773. Witnesses: Amus Stimson, Alexander Stimson, Hannah Burnet, Lois Burnet, John Burnet, Anna Burnet. (Ibid.)

John Burnett of Barre, consideration £30 to Jacob Parker of Hopkinton, yeoman, land in Hopkinton, part of the farm formerly belonging to Dea. Benjamin Burnett, deceased. 26 January, 1789. Acknowledged 9 Feb., 1789, by John Burnett. Witnesses: Nathaniel Burnett, Charles R. Burnett. (Ibid, vol. ci, p. 234.)

Note that he is here called "of Barre". A similar deed is registered in Worcester, vol. cxxxii, p. 469, consideration £12, 9 Feb., 1789, acknowledged the same date and with same witnesses.

John Burnett and Joseph Daby of Leominster to Benjamin Lawrence, 24 Dec., 1794, acknowledged 1799. (Worcester Land Records, vol. cxxxii, p. 469.)

## Children, born in Hopkinton, by first wife :

292. HENRIETTA (Hanneretta), born 2 July, 1755; baptized 1 July 1758 (16 July, Church Records).
293. ANNIS, born 14 Aug., baptized 3 Oct., 1756; died about 1789 or 1790, at Concord, Vt.
294. CHARLES RIPLEY, born 15 July, baptized 20 July, 1760; died about 1824.
295. BENJAMIN, baptized 23 May, 1762.
296. JOHN, baptized 12 April, 1767.
297. NATHANIEL, baptized 7 April, 1771; died 12 April, 1849, at Gill, Mass.
298. ABNER, baptized 11 Dec., 1774(?).

195. JERUSHA BURNAP, born 20 September, 1734; married, 1 October, 1760, at Hopkinton, John, born 28 December, 1736, at Ipswich, son of Joseph and Thomasin (Baker) Abbe. He died 5 January, 1771, at Hopkinton, and she married, 22 June, 1774, Henry, baptized 8 June, 1735, at Hopkinton, son of Thomas and Elizabeth Mellen, and widower of Sarah Torrey of Mendon, Mass. They lived at Hopkinton, all the children being born there, and although it is said also at Milford, it is presumed that the death, at Hopkinton, 13 August, 1828, ae. 87, of the widow of Henry Mellen, refers to Jerusha.

## Children—ABBE :

- MARY (Polly), born 23 June, baptized 28 June, 1761; married, 21 June, 1781, at Hopkinton, Josiah Bent of Framingham, who removed to Petersham.
- JOHN, born 4 May, 1763; married, 11 Nov., 1784, Anne (Anna) Battle.
- JOSEPH, born 1 April, 1765; perhaps married Hannah Ellis.
- JERUSHA, born 20, baptized 24 May, 1767; died 12 May, 1770, at Hopkinton.
- AMOS BURNETT, born 5, baptized 11 June, 1769; perhaps married Vesta Turner.

## Children—MELLEN :

- RHODA, born 29 Mar., 1775; perhaps married, 10 July, 1794, Moses Chamberlain.
- THOMAS, born 29 Mar., 1775.
- LYDIA, born 15 Dec., 1777; married, 2 May, 1798, John Claffin. She died 19 Mar., 1868.
- NANCY, born 15 May, 1781; perhaps married, 2 April, 1801 Luther Cutler.

196. DANIEL BURNAP, born 24 May, 1742, would seem to have married, about 1761 or 1762, a wife Elizabeth, as in Worcester County Warnings we find several records which appear to concern this family, although all may not be so connected. In Brookfield, 8 May, 1764 Daniel and his wife Elizabeth, from Hopkinton, as well as Sarah from Oxford, were "warned," while 21 May, 1765, in Rutland, Elizabeth Burnet from Oxford received a like notice, and Isabel from the same town was notified, 20 August the same year and 7 January, 1766, Daniel, with his wife Elizabeth and daughter Sarah, were warned in New Braintree, to which entry is appended the date 31 December, 1765, which is supposed to be the date of their arrival in town. Granting that the assumption is correct, that all or part of these items have to do with Daniel Burnap and his family, we must conclude that he was of the rolling-stone persuasion and probably not particularly blessed with this world's goods.

It seems to have been he who was a private from Brookfield in Captain John Granger's company of Minute Men in Jonathan Warner's regiment, and who enlisted 19 April, 1775.

The only child we can be certain of is the daughter Sarah, although an Isabel from Oxford, who was warned in Rutland 20 August, 1765, may have been his daughter also.

197. NATHAN D. BURNAP, born 2 July, 1749; married, 24 April, 1777, in Hopkinton, Mary, born 23 April, 1758, in Westboro, daughter of Barachias and Zervia (Chaddock) Morse. He must have removed soon after marriage to Dublin, N. H., as he was practicing medicine there as early as 1776, being the first doctor in town. This statement in the History of Dublin is not borne out by the fact that all the records of birth and baptism of his children are found in the Hopkinton records, and all further records of these children when they grew up are in Massachusetts.

He is found in a list of those from Hopkinton serving as a private in Captain Moses Wheelock's company, Col. Jonathan Ward's regiment, on a muster roll 1 August,

1775, having enlisted 24 April, 1775, three months and a half service. Also as surgeon's mate in Colonel Ephraim Doolittle's regiment in camp at Winter Hill, 6 August, 1775, discharged 7 March, 1776, and in the same rank in the Fourth Continental Infantry, 1 January, 1776/7, to March of that year.

The dates of death of Doctor Nathan and his wife have not been found.

Children, recorded in Hopkinton :

299. NATHAN, born 17 Feb., 1778.  
 300. MARY, born March, 1781; died in Holliston, Mass.  
 301. LYDIA, born 6 July, 1784; baptized 22 May, 1791; died 25 Nov., 1862, according to Boston Records, but before June from the Probate Records.  
 302. NANCY, born about 1791; baptized 27 Sept., 1795; died 10 July 1808, ae. 17 (Christ Church Records).  
 303. A child, born 1794; died Mar., 1795, ae. 9 mos. (Christ Church Records.)  
 304. JERUSA, baptized 27 Sept., 1795.

204. ISAAC BURNAP, born 21 July, 1751; married, 18 November, 1778, at Weston, Mass. (or 18 December from another account), Beulah, born 26 June, 1752, at Weston, daughter of Abraham and Mary (Gale) Jones of that place.

He served as a private in Captain John Homes's company, Colonel Samuel Bullard's regiment, which marched on the alarm of 19 April, 1775, to Roxbury. By 1778 he had risen to the rank of major.

His wife died 16 May, 1805, and 28 November of that year he married again, Hannah, born about 1751 at Milford, Mass., daughter of Colonel Ichabod and Polly Thayer, widow of Jonathan Stearns of Hopkinton.

He owned the covenant in the Hopkinton Church in 1791, and was one of the members prominent in church affairs.

Daniel Norcross of Hopkinton, yeoman, consideration £20 to Isaac Burnap of Hopkinton, yeoman, land in Hopkinton. 27 February, 1783. Witnesses: John Jones, Joel Norcross. Acknowledged 27 Feb., 1783. (Mddx. Land Records, vol. xc, p. 35.)

Samuel Haven of Hopkinton, yeoman, administrator of



the estate of James Goodwin, late of Hopkinton, deceased, consideration £109 to Isaac Burnap of Hopkinton, yeoman, land in Hopkinton, he to pay the trustees 1d. yearly per acre, etc. 2 February, 1785. Witnesses: John Haven, Daniel Moulton. Acknowledged 7 March, 1785. (Hopkinton and Upton Deeds, Mddx. County Records, vol. viii, p. 128.)

Samuel Haven of Hopkinton, yeoman, administrator of the estate of Thomas Walker, late of Hopkinton, deceased, consideration £50 to Isaac Burnap of Hopkinton, yeoman, land in Hopkinton, 19 acres, he to pay 1d. yearly per acre to the trustees of Harvard College. 2 February, 1785. Witnesses: John Haven, Daniel Moulton. Acknowledged 22 April, 1793. (Ibid, vol. viii, p. 389.)

Samuel Gibbs of Hopkinton, yeoman, consideration 20/ to Isaac Burnap, land in the 4th division. 5 April, 1788. Witnesses: John Jones, Walter McFarland. Acknowledged 5 April, 1788. (Ibid, vol. ix, p. 99.)

Sarah Burnap, spinster (No. 192) of Hopkinton, consideration £4: 1: 6 to Isaac Burnap of Hopkinton, a pew in the Meeting House at the Right Hand of the Great Doors, reserving the right to sett in sd. pew myself. 10 May, 1790. Witnesses: Peter Ward, Sarah Ward. Acknowledged 25 May, 1791. (Ibid, vol. ix, p. 143.)

William Copeland and Simeon Stone, both of Thompson Co., of Windham, Ct., yeomen, consideration £5 to Isaac Burnap of Hopkinton, gent., land in Hopkinton or Upton which fell to our wives by their Honble grandfather John Jones, Esq., late of Hopkinton, deceased. 17 November, 1792. Witnesses: Perley Corin, Ebenezer Copeland, William Copeland, Sarah Copeland, Simeon Stone, Hannah Stone. Acknowledged 19 November, 1792. (Ibid, vol. xv, p. 265.)

Elias Whiting of Medway, Norfolk Co., yeoman, consideration \$195 to Isaac Burnap of Hopkinton, 13 acres, Susannah his wife consents. 9 May, 1709 (sic.) Acknowledged 10 May, 1799. (Ibid, vol. xv, p. 265.)

*(To be continued)*

## OLD NORFOLK COUNTY RECORDS.

(Continued from Volume LIX, page 96.)

Whereas, Henry Williams, marshall, levied an execution upon ye estate of M<sup>r</sup> Edward Colcord for twenty pounds in money, with charges, and has extended sd execution upon house, house lott, swamp adjoining, six acres fresh meadow, with three stacks hay upon it, all in Hampton, and one white face cow of M<sup>r</sup> Colcords in lieu of all his cattle, and as the sd Williams, by virtue of an order of Mr. Colcord's, dated Sept. 24, 1678, was empowered to sell as much of his estate as would satisfy sd execution, but his sons, viz., Benjamin fifeild, Sam<sup>l</sup> Colcord and Tho: Dearborn, for tender respect to their aged ffather, Mr. Edward Colcord, did procure at extreme and very hard termes so much money as will satisfy sd execution and for their security sd Williams has made over ye sd Colcord estate, therefore ye sd Williams, by order of Mr. Colcord aforesd, and of Benj. fifeild, Sam<sup>l</sup> Colcord and Tho: Dearborn, the execution being satisfied, and receipt of money acknowledged, conveyed to sd fifeild, Colcord and Dearborn, the aforesaid described property in Hampton, with all moveables in ye aforesaid house and all cattle belonging to Mr. Colcord. Oct. 3, 1678. Wit: Jno. Redman and Henry Dow. Ack. by Henry Williams, marshall deputy, 4. 8 mo., 1678, before Sam<sup>l</sup> Dalton, commissioner.

Lidia Williams of Haverhill, daughter of John Williams, deceased, with the free consent of her mother, Jane Williams, for security given her by her brother, Joseph Williams, conveyed to Leiftenant Georg Brown of Haverhill, about two acres, as it was layd out in ye east meadow of Haverhill, bounded by Henry Palmer and ye river. Jan. 28, 1677. [No witness.] Ack. by Lidia [her A mark] Williams and Jane [her I mark] Williams, Jan. 28, 1677, before Nath<sup>l</sup> Saltonstall, commissioner.

Henry Alt, aged about seventy-three years, deposed that John Smart did mow and possess all ye meadow on ye S.westside of John Goddards creek, and that sd Smart

did possess it twelve years before Dover was a township, and hee did possess it sixteen years peaceably together, and no man did molest him to my knowledge. Attest, March 2, 1677-8, before Richard Martyn, commissioner.

W<sup>m</sup> Pirkins, aged about thirty-nine years, deposed that he did see Robert Smart mow ye two marshes against my marsh on ye southwest side of John Goddards cove, and sd Smart did possess it sixteen yeare together, and further deposed that he did see John Meder and John Davis mow ye thatch of ye flatts against sd meadow and carry it away. Taken upon March 2, 1677-8, before Richard Martyn, commissioner.

William Durgin, aged about thirty-five years, deposed that he did see Robert Smart mow ye two marshes on ye southwest side of John Goddards cove, and he did possess it sixteen years, and that he did see John Meder, sen., and John Davis, jun., mow ye thatch of ye flatts against ye meadow and carry it and load it on ye canoes last hay-time. Sworn March 12, 1677-8, before Sam<sup>l</sup> Dalton, commissioner.

Benjamin Yorke, aged about twenty-three years, deposed that he did see Robert Smart mow ye marshes on ye southwest side of John Goddard's cove for ten years, and my father mowed ye marsh of Robert Smart about ten years agoe with ye leave of Robert Smart, and further saith that he saw Jn<sup>o</sup> Meder, sen., and John Davis, jun., cut ye thatch of sd. marsh and carrie it away, this was last hay tyme. Sworn March 12, 1677-8, before Sam<sup>l</sup> Dalton, commissioner.

Edward Hilton, aged about forty-eight years, and William Hilton, about forty-six years, testified that they knew that old goodman Smart, deceased, did mow, several years before fifty-two, and carry away peaceably ye hay from yeare to year, from ye meadow and flatts adjoining thereto, now in controversy, lying on ye neck of land betwixt Godder's cove and Lampoole river, begining at a gravelly beach in ye mouth of ye river and up ye river, and two small parcells on north side of ye neck of land. Deponents further said that John and Robert, sons of sd. Smart, successively after their father's decease did peace-

ably possess ye same meadow and flatts, wee often changing worke in mowing of it came to know it, till two or three of these later years they have been molested. Edward and William Hilton made oath hereunto, March 30, 1678, before Sam<sup>l</sup> Dalton, commissioner.

Thomas Easman of Haverhill, for twenty-eight pounds, conveyed to his brother, Timothy Easman of Salisbury, twenty-eight acres of land in Haverhill, bounded by land of Abraham Whitticker, by a tree near Merries Creek, by land of Moses Bradstreet and Nathaniel Elithorp. November 3, 1676. Wit: Nathaniel Smith and Robert fford. Ack. by grantor, Jan. 31, 1676, before Robert Pike, associate.

Division of estate, an agreement between Joseph Easman and Benjamin Easman concerning property held in partnership, viz., for Joseph's part, ye dwelling house, oarchyard, tanyard, fatts, pumps, shoots, tanforks, lime hooks, beame flesher and working knife, mill with millston, harness and whipple tree, chaine and shovels, Joseph also to have liberty to make use of ye mill as it stands and egress and regress from mill to tanyard until planting time next, and for ye house, oarchard and appurtinances abovesd, Joseph is to pay to Benjamin seventeen pounds, one-third part in cattle to be prized by two indifferent men, one-third in corne, and one-third in shooes at price currant. Joseph to have also half ye dung provided it be removed before winter, and in case they cannot agree about ye dividing of ye dung, John Stevens, jun., is to divide it between them, and Benjamin to have ye glass y<sup>t</sup> stands in ye dwelling house window. It is also agreed that the bounds of ye land they bought in partnership of their father, Rodger Easman, shall be as follows, viz, ye dividing line shall begin at a landing place by ye creeke, leaving liberty of free egress and regress of both parties, and further divided by certain trees, stakes, stumps and stones, and also a marked pitch pine on ye comon, Joseph choosing ye south side and Benjamin ye north side. Aug. 23, 1688. Wit: Sam<sup>l</sup> [his mark] ffelloes and Ephraim Winsly. Signed by Benjamin Easman and Joseph Easman.



Memorandum. Both parties agree that a cartway shall be left through John Easman's yard to run through ye south division, giving free egress and regress to ye north division. 23, 6 mo. 1678. Wit: Sam<sup>l</sup> Dalton, Willi. Buswell and John Stevens, jun. Ack. by Joseph Easman and Benjamin Easman, Aug. 23, 1678, before Sam<sup>l</sup> Dalton, commissioner.

This agreement is approved by undersigned, being chosen by both parties to end difference, Sam<sup>l</sup> Dalton, Willi: Buswell and Jno. Stevens, jun., Aug. 23, 1678.

Onesiphrus Page, of Salisbury, weaver, for eight pounds sterling, conveyed to John Clough, jun., of same town, husbandman, seven acres upland in Salisbury, being part of ye land I purchased lately of Rich<sup>d</sup> Goodale of Salisbury, bounded with land now of Cornelius Connor and other land of sd. Jno. Clough. Oct. 10, 1678. Wit: Nath: Winsly and Nathanael Brown. Ack. by Onesiphrus Page, Mary, his wife, resigning her right of dower, Oct. 10, 1678, before Nath: Saltonstall, commissioner.

Onesiphrus Page of Salisbury, weaver, for eight pounds sterling, conveyed to Cornelius Connor of same town, planter, seven acres upland in Salisbury, which is part of land I lately purchased of Rich<sup>d</sup> Goodale of Salisbury, bounded by land of sd. Connor and land now of John Clough, jun. Oct. 10, 1678. [No witnesses and no acknowledgment.]

Edward Colcord, of Hampton, conveyed to James Chase of same towne, mariner, one share of cowes comon in Hampton, as may appear upon town booke, by a division made 23, 12 mo., 1645, by town of Hampton, 29, 8 mo., 1678. Wit: Henry Roby and Abraham Drake. Ack. by Edward Colcord, 30, 8 mo., 1678, before Sam<sup>l</sup> Dalton, commissioner.

John Smith of Hampton, tayler, for thirty pounds, conveyed to Henry Roby of same towne, my dwelling house and house lott of about five acres in Hampton, with all ye fruit trees and fences belonging to sd. land. Bounded with land of William Marston, Mr. Samuel Dalton, butting upon ye comon land called ye Ring, and by land of Robert Page. Feb. 14, 1676. Wit: Henry Dow and Tho: Nudd. Ack. by John Smith, 15. 12 mo., 1676, before Sam<sup>l</sup> Dalton, commissioner.



Nathaniel Batcheler of Hampton, yeoman, for three acres of marsh lying near to Hoplands, conveyed to Henry Roby about three acres of meadow sometime of ye widow Hussey, late of Hampton, and by her sold to Tho: Coleman, and by sd. Coleman sold unto me, sd. Batchelder, sd. meadow bounded with ye meadow of John Moulton, now of Henry Moulton, the meadow of Christopher Hussey, now of Giles ffuller, a river and a highway towards ye beach. 10. 12 mo., 1663. Wit: Samuel Dalton and Giles ffuller. Ack. by Nathanael Batcheler, April 18, 1664, before Tho: Wiggin.

Thomas Thurton of St. Buttals, Bishopsgate, London, Tobackoness, being by last county court held at Hampton, New England, declared to be heire apparent to ye estate of Giles ffuller, late of Hampton, deceased, as was made evident to his majestie's Court of Justis, under seal of Lord Mayor of London, conveyed to Henry Roby of Hampton about three acres of meadow in Hampton, formerly of Giles ffuller, of Hampton, deceased. Bounded by meadow of sd. Henry Roby, Christopher Palmer and Abraham Drake. Nov. 1, 1677. Wit: Sam<sup>l</sup> Dalton and Jonathan Perkins. Ack. by Tho: Thurton, 2. 9 mo. 1677, before Sam<sup>l</sup> Dalton, commissioner.

Edward Colcord of Hampton, planter, for fifteen pounds, conveyed to Henry Roby of same town, yeoman, about fower acres salt marsh, as it was formerly made over to Hugh Marsh of Nubery for payment of a debt, and now redeemed by sd. Henry Roby from sd. Marsh. Sd. land being bounded with marsh of Capt. Bradburies of same division, now in hands of Jn<sup>o</sup> Redman, jun., and by land of Abraham Pirkins. 1. 9 mo., 1678. Wit: Hugh Marsh and Mary Woodbridg. Ack. at Nubery by Edward Colcord, Nov. 1, 1678, before John Woodbridg, commissioner.

Christopher Palmer of Hampton, yeoman, for seven hundred pounds, in good merchantable pay, horses excepted, conveyed to his two sones, Sam<sup>l</sup> Palmer and Joseph Palmer, my house and house lott, containing about twenty acres, in Hampton, with all buildings and edifices upon sd. lott, bounded with lott of Morris Hobbs and John Moulton. Also twelve acres planting land in ye East

feild, bounded by Joseph Moulton and John Smith, cooper. Also twelve acres fresh meadow between the east field and ye beach, bounded with ye meadow of Morris Hobbs, together with ten acres of planting land in ye North playne, bounded with land of Herron Levitt and Moses Cox; likewise twenty-three acres of pasture land in ye east feild and fowerteen acres of salt marsh between ye marsh of Tho: Marston and marsh of M<sup>r</sup> Dalton, all lying in Hampton, together with three shares of cows comon and one share oxe comon. Also sd. Palmer conveyed my fourth part of a dubble Geerd saw mill, being upon a branch of Piscataqua river called Puscassett in ye bounds of ye town of Exiter, with three hundred and sixty acres of land, lying by sd. mill, joyning to Pascassett river and running a mile and a halfe into ye woods, and one-halfe of a parcell of marsh, on ye westerly side of Lampoole river mouth towards Exiter (ye whole being about sixteen acres as it joins Lampoole river). Also sd. Palmer conveyed all my stock of cattle and all my moveables within dores and without. Nov. 9, 1678. Wit: Sam<sup>l</sup> Dalton, jun., and Philemon Dalton. Ack. by Christopher Palmer, Nov. 9, 1678, before Sam<sup>l</sup> Dalton, commissioner.

Mortgage deed. Richard Currier of Eamsbury, millwright, for forty-three pounds sterling, conveyed to Capt. Pall White of Nubery, march<sup>nt</sup>, all my right in ye saw-mill in Eamsbury, being a third part of ye sd. mill. Provided that if sd Richard Currier pays sd forty-three pounds in neat, fatt cattle before Nov. 10 next, to be delivered at ye dwelling house of sd Pall White in Nubery, and to be prized by indifferent men, or sd Currier pays part of sd sum in marchantable oake planke, slitt worke or pine boards, to be delivered at ye warehouse of sd Pall White att ye water side in Nubery, then this bill of sale is of none effect. Also sd Richard Currier engages to pay forty shillings more for Steven Swett, sen., of Nubery. March 22, 1675. Wit: John Jones and Will<sup>m</sup> Chandler. Ack. by Richard Currier, May 18, 1676, before Tho: Bradbury, associate.

Tho: Thurton, Cittisen of London, England, Tobaccon

est, being, at Court held at Hampton, Oct. 9, 1677, declared to be heire apparent to the estate of Giles ffuller, late of Hampton, deceased, for twenty pounds and two thousand marchantable staves, conveyed to William Samborn, sen., of Hampton, yeoman, a certain dwelling house and house lott, with all buildings, oarchyards, gardens, fences, and appurtenances thereto belonging, lately in possession of ye sd Giles ffuller. Sd house lott being about six acres and three-quarters as recorded in Hampton town book, bounded by land of Jasper Blake, a common roadway yt goeth to Piscataqua, and a way going to Exiter, and a certain swamp commonly called Giles swamp. Nov. 16, 1678. Wit: Sam<sup>n</sup> Dalton, jun., and Elisabeth Dalton. Ack. by grantor, Nov. 16, 1678, before Sam<sup>n</sup> Dalton, commissioner.

George Martyn of Eamsbery, Blacksmith, for an eight acre lot of upland in Eamsberrie, in a place commonly called ye Lyons mouth, conveyed to Jn<sup>o</sup> Jimson of Eamsberrie, planter, my forty acre lott of upland in Eamsberry, in a place commonly called Bugmore division. Sd lott bounded by land of Gerard Haddon, Henry Blasdell and the widdow Rowell. Sept. —, 1675. Wit: Tho: Wells and Nath<sup>n</sup> Emerson. Ack. by George [his M marke] Martyn, April 9, '78, before Nath<sup>n</sup> Saltonstall, commissioner.

George Martyn of Eamsbery, Blackmith, for naturall love and affection, conveyed to my well beloved daughter Hester, ye now wyfe of John Jimson of same town, planter, twelve acres of upland in Eamsbery, bounded with land formerly of John Hoyt, sen., of Esekiel Watson and Richard Martyn. Sept. —, 1675. Wit: Tho: Bradbury and William Bradbury. Ack. by George [his M marke] Martyn, April 9, '78, before Nath: Saltonstall, commissioner.

Acquittance of John Jimson of Amsbury given by Wm: Symonds of Wells, of all demands. Jan. 5, 1678. Wit: Sam<sup>n</sup> Symonds, Rebeccah Stacy. Signed by William Symonds.

Execution against estate of Tho: Phillbrick and Martha Cass as executors, to estate of John Cass, to satisfy judg-

ment of 70 li. in money granted Jno. Redman, jun., on May 30, 1676, at Hampton court, and served by Henry Dow, marshall of Norfolk. Dated Sept. 26, 1678. Return was made by Henry Dow by attachment of a house, barne and 6 acres upland tendered by Thos. Philbrick and Martha Cass. Said property being bounded by lands of Christopher Palmer and John Redman. As also half a five acre piece of meadow at beach river, so called, and lands of William Samborn and Christopher Palmer. Also one-half of eight acres salt marsh on beach river, bounded by land now in the hands of Jno. fuller and marsh sometimes Edward Colcord's, and marshes of Nath. Batcheller and Jno. Redman, sen., all of which lands are in Hampton, and were formerly in possession of Jno. Redman, jun., and sold by him to Jno. Cass, late deceased. Dated Nov. 20, 1678, and ack. the same date by John Redman, jun., as full satisfaction.

Mortgage deed. Richard Currier of Eamsbery, millwright, for fifty-three pounds, ten shillings sterling, conveyed to Henry Jaques of Nubery, carpenter, my now dwelling house in Eamsbery and about ten acres land adjoining it, bounded with ye Pawwaus River, ye minister's land, land of my sone Thomas Currier, and land of Robert Jones. Nov. 28, 1678. Wit: Tho: Woodbridg and Hugh Marsh. Ack. by Richard Currier, Nov. 19, 1678, before John Woodbridg, commissioner.

John Wedgwood of Exiter conveyed to Edward Hilton of Exiter, gent., one hundred and 50 acres land, with trees, wood and timber thereon, in Exiter, bounded with John ffoulsham's land, land of Mr. Smart, ye comons, and sd Hilton's marshes. June 12, 1674. Wit: Edw: Smith and Tho: [his I R marke] Rawlings. Ack. by John Wedgwood, Nov. 18, 1678, before Jn<sup>o</sup> Gillman, commissioner. Edward Hilton owned that ye land in ye deed was delivered by him to M<sup>r</sup> Vaghan in consideration of a debt due Cap<sup>t</sup> Rich<sup>d</sup> Cutt, deceased. Ack. before John Gillman, commissioner.

*(To be continued.)*



THE  
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HISTORICAL COLLECTIONS

VOL. LIX — OCTOBER, 1923.

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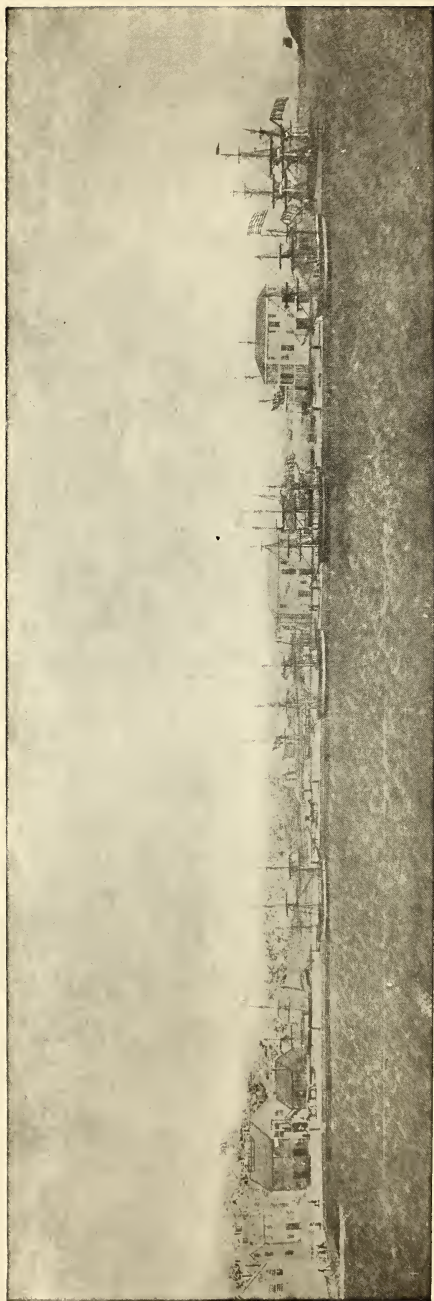
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HISTORICAL COLLECTIONS  
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SALEM AND THE WAR OF 1812.

BY WILLIAM DISMORE CHAPPLE.

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A majority of the citizens of Salem were unquestionably opposed to the War of 1812, and in order that we may understand their point of view it is necessary to briefly review the condition of affairs for the preceding ten or twelve years.

No section of the country was so favored as Massachusetts by the Federalist administrations of Washington and Adams, for under the lead of that greatest of all Federalists, Alexander Hamilton, not only were fishing bounties granted, but a draw-back system was established under which tariff duties on imported goods were repaid if the merchandise were re-shipped to a foreign country within a year, and Massachusetts soon became the leading State in the re-shipment of foreign merchandise.

Goods imported in foreign vessels had to pay ten per cent additional duty on ordinary goods and fifty per cent additional on tea, over and above what they would have been obliged to pay if they had been imported in American vessels. Our own vessels also paid a duty of six cents per ton burden under the Act of 1790, while foreign vessels had to pay fifty cents a ton burden. In the coasting trade our vessels paid this duty but once a year, while foreign ones paid it at every port.

As a result of these Federalist measures the commerce of Salem, as well as that of other ports of Massachusetts, grew by leaps and bounds. While British attacks on our commerce in 1793 and 1794 were provoking, yet still more abhorrent to the conservative merchants of Essex



County was the lawlessness and rioting of the French Revolution. However, those who favored France were gaining in other parts of the country under the influence of Jefferson, who had been our minister to France at the outbreak and during the first part of their Revolution, and who was thoroughly infatuated with everything French; and the Federalists in 1796, the last presidential election which they were ever to carry, were only successful by the close vote of 71 for John Adams and 68 for Thomas Jefferson, who thereupon became Vice-President, with Timothy Pickering of Salem as Secretary of State.

France had hoped for the election of Jefferson. Her minister to this country was audacious enough to publish in American newspapers a plea for the election of Jefferson as a friend of France, and the cockade of the French Republic became the campaign emblem of the followers of Jefferson. When the result of the election was known, France gave up all pretence of friendship and increased her seizing of American ships which she had begun in 1793, and thereafter treated our vessels as though she were at war with the United States. Her injuries to our commerce were only less than the damage inflicted by England, because she had less vessels than the latter country with which to seize our ships. No formal declaration of war against France took place, but on April 7th, 1798, all existing treaties with her were abrogated.

The enthusiasm for war against France was very strong in Salem, and when, in 1798, we were apparently about to engage in such a war and had no navy of any consequence, Congress authorized President Adams to accept such vessels as private citizens might offer, paying for them in six per cent stock. Salem responded at once by opening a subscription to build such a ship, and Elias Hasket Derby made the first pledge of \$10,000, followed immediately by another subscription for a similar amount from William Gray. Others put down smaller sums until about \$75,000 had been raised, and the Frigate *Essex* was built, by Enos Briggs, the famous ship-builder. She was launched September 30th, 1799, carrying thirty-two guns, and was the pride of our early navy, as well as its fastest vessel.



Farragut served as a midshipman upon her, and she is credited with taking over two million dollars' worth of English prizes in the War of 1812, and yet she was never a paying investment to the Salem merchants who had advanced the money to build her; the stock in her was quoted during the latter part of her career at fifty cents on the dollar. She did tremendous damage to the English shipping in the Pacific, and was finally captured while under the command of Captain David Porter by being attacked while in a damaged condition from storm by two English ships, although lying close to the neutral shore at Valparaiso.

During the trouble with France the *Constellation*, carrying 38 guns, captured the French Frigate *L'Insurgente*, of 40 guns, and, a little later, the *Vengeance*, carrying 54 guns. Talleyrand, finding that he had gone too far, now invited the United States to send envoys, but by the time they arrived the Directorate had been overthrown by Napoleon, who, as First Consul, was disposed to be friendly, and made a treaty with the United States, which ended the possibility of war.

At the next national election Jefferson and Burr, Democrats, both received 75 votes to 65 for Adams and 64 for Pinckney, Federalists. Under the law at that time, the electors each voted for two persons, without stating which was for president and which for vice-president; the rule being that the person receiving the highest vote was to be president and the second vice-president, but as Jefferson and Burr both received the same number, the election was transferred to the House of Representatives, where the Federalists were in control. Wishing to make as much trouble for the Democratic party as possible, they voted for Burr for president, well knowing that it was the intent of the Democrats to select him only for vice-president, but after thirty-six ballots, upon the advice of Alexander Hamilton, Jefferson was elected.

France and England had been at war from 1793 to 1802, when there was a brief suspension of hostilities, but the next year, 1803, the war was again renewed, and nation after nation was dragged into the contest, until Napoleon met his final defeat at Waterloo. During all of this time

England was master of the sea and Napoleon almost invincible on the land. The ships of France, Spain and Holland were driven from the ocean, and, therefore, these countries, in order to secure their much needed products from their colonies in the West Indies, South America and elsewhere, had to open their colonial trade to neutrals, and American vessels, with those of Salem well in the lead, soon acquired a monopoly of this trade and became the principal carriers of the world.

By the Rule of 1756, a belligerent was not permitted to open to neutrals in time of war its colonial trade which was not open to them in times of peace, and England therefore claimed a right to seize any neutral vessel carrying a cargo between a belligerent port and a colony of that belligerent, but the rule did not apply to a cargo passing between a neutral port and that of a belligerent. Therefore, all that a merchant of Salem had to do was to sail from a French or Spanish port in the West Indies to Salem, unload the cargo at some local wharf, entering it at the Custom House, have the duties remitted because it was to be reshipped to a foreign port within a year, reload the goods in the same ship, and sail away on a perfectly lawful voyage to France or Spain.

The English Admiralty Court held this to be legal by a decision in April, 1800, and under this ruling hundreds of American ships from Salem and other ports sailed from the Colonial possessions of France, Spain, Holland and Italy, breaking the journey at some Salem wharf and then taking the cargoes to the belligerents in Europe. England found, however, if her enemies could get all the supplies they needed by this process, she could never win in spite of her naval supremacy, and accordingly Lord Stowell reversed this decision in 1805, holding the practice to be an evasion of the law, that the intent of the voyage should be considered, and that this practice was illegal. Whereupon the seizing of American vessels began, and 116 were seized the first year and 350 during three years.

Napoleon, having lost his fleet to Lord Nelson at Trafalgar, undertook by means of his Continental System to forbid the admission of English goods into any port of

the continent controlled by himself or his allies. England replied with an Order in Council which declared some 800 miles of the coast of Europe to be under blockade, but established no vessels outside the closed ports to warn ships of the blockade, and all American ships bound for Europe were presumed to be bound for a blockaded port and liable to capture. Napoleon, by his Berlin Decree, next declared that the British Isles were blockaded. Whereupon England issued another Order in Council forbidding all trade with France or her allies, and Napoleon then came back with the Milan Decree which directed the capture of all neutral vessels which allowed themselves to be searched by an English ship or which were bound to or from an English port.

These British Orders in Council and French Decrees put all Europe under a blockade and all American ships which sailed to or from an English or Continental port were liable to capture. France and England both seized American ships upon every pretence, and as Salem was one of the leading ports of the country it suffered heavily at the hands of both nations. England further claimed that if a man had been born an English subject he remained an English citizen, and refused to recognize any naturalization of their subjects. The pay in the British service was poor and the discipline severe, and as a result their sailors deserted in great numbers to American ships, where the pay and living conditions were better. England claimed the right to search our ships and take from them any men whom they asserted to be English subjects, some of whom were undoubtedly deserters, but many of them were American born.

As England's need of men increased by reason of the war with Napoleon, and our Government only screamed and scolded, being seemingly afraid or too weak to fight, English ship captains became bolder, until apparently in order to emphasize their contempt for America, during the summer of 1807 the English man-of-war *Leopard* followed the U. S. Frigate *Chesapeake* out of Norfolk harbor, and under the pretence that they wished to send dispatches to Europe, boarded her and demanded that certain deserters be given up. Commodore Barron replied

that he knew of no deserters, but that he would allow no search even if there were such on board. After some altercation, the English ship fired a broadside, killing and wounding many of the *Chesapeake's* crew. Whereupon, as the *Chesapeake* had only one gun that could be manned, she surrendered, was boarded and her crew mustered, four being arrested as deserters, three of them negroes (two natives of the U. S. and one of South America), the fourth probably was an Englishman. For this insult an explanation, apology and reparation was demanded, the captain of the *Leopard* was removed as having exceeded his authority, but a proclamation was also issued requiring all British seamen on foreign merchantmen to be taken, and those on men of war to be demanded, and if not surrendered the fact reported to the Admiral of the British fleet.

Jefferson was opposed to a navy and stopped any further construction of ships of the type of those which composed the gallant little navy which had been started during the administrations of Washington and Adams. In place of such ships and the fortification of our harbors, he recommended the construction of small gunboats to cost about \$2,000 each, and carrying at the stern of each one small gun, which boats were to be kept on wheels under sheds on shore until they were needed and then launched like our life-saving boats. Congress provided a small number of them, which were utterly worthless when war did come in 1812.

As Jefferson was opposed to war on principle, and England and France were capturing our ships upon the slightest pretext, he decided that the only way to protect our ships was to keep them out of danger by making them stay at home, and he, therefore, in the autumn of 1807, recommended that Congress declare an embargo on all American shipping. He also felt that England and France were so dependent on our merchandise and carrying trade that if they were cut off from it they would soon come to terms, and his influence with Congress was such that it passed an embargo on December 22d, 1807, which remained in force for fourteen months.

In spite of the depredations of the French and English,



Salem in 1807, at the time the embargo became law, was at the height of its maritime glory, because, as George Cabot said, profits were so high that if one vessel out of three escaped capture the owner could make a good profit on the total, but the moment the embargo took effect a blight descended upon Salem. No vessel was allowed to sail to a foreign port, nor could a coaster depart without giving bond in double the value of the vessel and cargo that she would not land at any foreign port. As a result of this law, which, as John Randolph said, was "like cutting off your toes to cure your corns", vessels and their cargoes rotted at their wharves, merchants could not pay their bills, sailors were out of work, and everyone in want, all business which was dependent on ships or shipping stopped entirely, and the busy streets and wharves of Salem were deserted.

This act of the Democratic administration drove most of the merchants and people of Salem into the ranks of the Federalist party, although the greatest ship-owner of all in the town, William Gray, supported Jefferson in the embargo, ceasing to be a Federalist in 1808 and became a Democrat; but his act was so unpopular and he received so much criticism and abuse from his fellow merchants in Salem that he left the town in 1809 and removed to Boston, where he became a leading Democrat and was elected Lieutenant Governor of Massachusetts in 1810 and 1811.

Salem people thought they saw in the enactment of the embargo by the Democrats an attempt to injure them and the rest of New England and to benefit the South, because why else should their trade with China and the Orient be forbidden when their ships in that trade were not subject to capture by either the English or French? Timothy Pickering had well said that the sea was New England's farm, and naturally as distress, want and suffering increased, the resentment against the Democratic party increased in Salem and other New England towns until it came near to rebellion. Finally, John Quincy Adams, who was no longer a Federalist, notified Jefferson that if the embargo continued longer in force, there was danger that New England would be driven to consider even separating from the Union, and therefore Jefferson, on the



last day of his term, March 3d, 1809, signed its repeal. Immediately shipping began to revive, but Salem and other small ports did not again reach the pinnacle of trade that was theirs in 1807.

During the administration of Washington he was supported by all factions, and no other person received a vote when he was a candidate ; but parties were in the making, and there never was such bitter partisan feeling as in the three or four administrations which succeeded him. European policies had much to do with widening the breach between early American political parties. The Federalists as a rule were friendly to England, while the Democrats, who at first were also called Republicans, were great admirers of France. So bitter was the feeling that Federalists and Democrats did not as a rule meet in the same assemblies or use the same halls. For instance, they did not attend the same churches. Those who would now be known as Unitarians and were Federalists worshipped with Dr. Barnard at the North Meeting House, while those who were Democrats attended Dr. Bentley's East Church. Dr. Bentley himself was so bitter a Democrat that he did not exchange pulpits with other pastors in Salem because they were Federalists.

The Federalists attended public meetings at either Hamilton Hall or Washington Hall, which was in the building which occupied the site of the present Neal & Newhall building, next to City Hall, and for large gatherings used the North Meeting House ; while the Democrats met in Concert Hall, on the site of the present Phoenix Building, or in Madison Hall in the Archer Building, which preceded the Franklin Building, and also at the so-called Branch Church on Howard street. In fact, when the owners of Hamilton Hall, which was erected and first used in 1805, undertook to get incorporated, although it was then 1820, they were afraid they could not get a charter from the Democratic Legislature of that year if they asked that the corporation bear the name of Hamilton, and they, therefore, had themselves incorporated under the name of the "Proprietors of the South Buildings", which name they still bear.

The banking institutions were also divided politically ;

the Essex and Salem Banks were patronized by the Federalists, while the Merchants Bank, under the presidency of B. W. Crowninshield, and later of Judge Story, was the financial headquarters of the Democratic faction. The Salem Light Infantry was, to a man, Federalist, and was described by the *Gazette* of that day as the pride of that party, while the Cadets, after many dissensions, finally became Democratic. On each Fourth of July two celebrations were held; one by the Federalists, generally including a parade headed by the Salem Light Infantry and concluding with an oration by some Federalist statesman in the North Meeting House, which then stood where Mrs. Carlton's house now is, at the corner of North and Lynde streets, and was so large that it was frequently used for public assemblies. The Democrats also held another celebration, with parades and a speech by a Democratic orator at the Branch Church.

The Essex *Register*, also called the Salem *Register*, was the administration organ, edited by that most loyal Democrat, Rev. William Bentley, who was, in addition to being a minister, a good fighter and a good hater. He was also a great admirer of the Emperor Napoleon and of the French people. The anti-administration, or Federal organ, was the Salem *Gazette*, edited by Cushing, which was so extreme in its Federalism, so violent in opposition to everything done by the administration, and so friendly to England during the war of 1812, that reading as I have every issue of the paper published during that war, after an interval of over a century, it is apparent that many of the articles published in that organ approached absolute disloyalty. In 1810 and 1811 the Democrats controlled the State Government, with Elbridge Gerry of Marblehead as Governor, and William Gray, formerly of Salem, then of Boston, as Lieutenant-Governor, and wishing to perpetuate their control of the Massachusetts Senate, they divided up the State into such districts as would best accomplish this result.

As Salem was Federalist, therefore Marblehead was Democratic, and so strongly of that political faith that it could by its Democratic majority overcome the Federalist majority in Salem and other towns; therefore the Demo-

cratic Legislature made the towns of Chelsea, Lynn, Salem, Marblehead, Danvers, Lynnfield, Middleton, Andover, Methuen, Haverhill, Amesbury and Salisbury into one senatorial district, with three Senators. Of course it was difficult to find towns which had less in common and were more remote from one another, and Gilbert Stuart, the famous artist, discovering that the towns as they appeared on the map resembled an animal, added thereto a head and claws, whereupon, in honor of the Democratic Governor, it was called the "Gerrymander". Almost the first reference to this now common word appeared in the *Gazette* of March 27th, 1812, as follows :

"The Legislature having left its illegally begotten child (our senatorial district) without a name, people have been puzzled how or what to call it, till at length a name is fixed to it by the discovery in the County of Essex of a horrid monster, which the learned Dr. Watergruel is of the opinion belongs to the Salamander tribe, and though the Devil must have been concerned in its procreation, yet that other powerful causes concurred to give it existence, such as the combustible and venomous state of affairs, fiery ebullitions of party spirit, explosions of democratic wrath, gubernatorial fulminations of vengeance, etc., and as it is not a perfect Salamander in all its members, he has decreed, in compliment to his Excellency, that its name shall be the "Gerrymander", and this furnishes a name for our district which shall henceforth be known as the Gerrymander district."

And that the scheme of the Democratic Legislature worked is shown by the election returns of 1812, when eleven of the twelve towns in the district gave a Federalist majority of 266, but the twelfth town, Marblehead, with a Democratic vote of 621 to a Federalist vote of 90, swung the balance the other way and gave the twelve towns three Democratic Senators. Governor Gerry was defeated, although later in the year he was elected Vice-President of the United States, serving during Madison's second term until his death in 1814.

On April 4th, 1812, another embargo was passed for ninety days, the purpose being to give ships an opportunity to get back to port and to be kept there until war was

declared, but instead of vessels hurrying back to their home ports, the result was that as soon as the rumor reached Salem and other New England ports that another embargo was being considered, every vessel was hustled out to sea that could be gotten ready, and these vessels remained away from American ports, trading in other countries, until the embargo expired, and by that time war had begun. The seizing of American ships by both England and France continued until up to 1812. England had captured 917 and France 558, at a total loss to the American people of over \$70,000,000.

Madison had served most of his first term and another presidential election was approaching. It seemed as if we were drifting toward war, but there was no unanimity as to which country should be fought.

Jefferson, Madison and the Democratic party felt kindly to France, while conservative New England, where the Federalists were strongest, in spite of the English seizing their vessels and impressing their sailors, was more friendly to England, whom they believed was fighting almost alone for civilization against the aggressions of Napoleon.

"If honor demands a war with England, what opiate stills that honor to sleep over the wrongs done us by France?" asked Josiah Quincy, Senator from Massachusetts. President Madison did not wish to go to war, but he did wish to be re-elected, and his friends told him that unless he went with his party and declared war on England he could not win.

On June 2d, 1812, Representative Samuel Putnam of Salem, in the Massachusetts House of Representatives, moved the appointment of a committee to report on the expediency of presenting a respectful petition to Congress praying them to avert the nation from the calamity of war with England, and "by the removal of commercial restrictions to restore as far as depends upon them the benefits of trade and navigation which are indispensable to the prosperity and comfort of the people of Massachusetts." This resolution passed the House of Representatives by a vote of 406 to 240, but was defeated in the Democratic Senate.

The Salem *Gazette* on June 19th, 1812, said: "The



national administration will find itself fatally misled and deceived if the clamors of a few interested office holders in this quarter of the nation induce them to believe that the people are in favor of a war with England. The mass of the people shudder at such an event, as unnecessary, ruinous, and criminal as suicide. All who have anything valuable at stake are the friends of peace. It must be confessed that there are a few unprincipled, heedless and turbulent men who pray for war, desolating war, because when the tempest comes their morbid curiosity will be fed and gratified by a horrid recital of feats of broil and battle, by dire accidents by flood and field, of cities sacked and burned, and of thousands slaughtered by the foe, but thank God our country is dishonored and disgraced by only a few of such miscreants, who are importunate and clamorous for war because it makes news, and for the ruin of their fellow citizens because all will then be equally miserable."

In the *Gazette* of June 22, 1812, appears the following: "Yesterday the inhabitants of Salem met in Town Meeting to take into consideration the gloomy and desperate state of our public affairs. A committee was appointed to draft a Memorial to Congress praying that the people may yet be saved from an unjust and ruinous war with Great Britain. The Committee appointed was—Jacob Ashton, Joseph Peabody, William Orne, Willard Peele, Samuel Putnam, Benjamin Pierce, Samuel Upton, Nathaniel Bowditch, and John Pickering. The petition recited that your Memorialists are among that class of American citizens to whom a war with Great Britain must be peculiarly calamitous. . . . They believe that such a war would be impolitic because an immense amount of property would be abandoned to the cruisers of Great Britain, while our means of retaliating upon her are comparatively trifling.

"Your Memorialists would further state that in addition to their sufferings in common with other parts of the United States, the inhabitants of this town would individually sustain immense losses, there being now three millions of their property at hazard. A still more distressing consequence of war would be the exposure of



thousands of our seamen to unexpected capture, imprisonment, and all their attendant calamities.”

However, on the very day that the above was published word reached Salem that war had been declared on June 18th, which tidings created great consternation and excitement in town.

From Salem *Gazette*, June 22, 1812: “Hardly had the petition from this Town to Congress been framed on Monday last to save us from the horrors of a war with Great Britain when all the hopes of its success were blasted by the tidings that a declaration of such a war had actually been made and that our country and all that we hold dear put to this dreadful hazard. On Tuesday arrived the official act itself. The inhabitants of all parties were struck with consternation and dismay, as if offered as a sacrifice to the grim Moloch of Europe who can be appeased with nothing but the blood and groans of his fellow-creatures. A Town Meeting was called for an early hour on Wednesday morning. Jacob Ashton was Moderator, and Benjamin Merrill, Clerk pro tempore, John Prince, the Town Clerk, being absent from Town. Ichabod Tucker opened the business of the meeting with some observations on the perilous situation in which we were placed, plunged into a war, unnecessary, inexpedient, unjust, and the calamities of which were not to be described, nor the final issue calculated, and moved that a committee of nine persons be chosen to draw up a Memorial to the House of Representatives of this State to express to them the great alarm which was felt by the inhabitants and the miseries which they apprehend would fall upon us, and praying them to exercise any constitutional powers they might possess to rescue their country from ruin.”

War was declared principally for two reasons, first, because of the British Orders in Council ordering the capture of neutral vessels (mostly American) which were carrying goods to blockaded ports, and second, because of the impressment of our seamen; as a matter of fact, England had repealed her Orders in Council on June 17, 1812, the day before war was declared against her, but of course news of such repeal had not reached Congress. It is a strange fact that although Salem and other New

England ports were the principal sufferers from the seizing of our ships and the practice of impressment, they were almost unanimously opposed to war with England, and if it were not for the embargo, their commerce would have still continued to gain, because of the great profits of successful cruises, they cheerfully taking the risk of occasional capture and the impressment of some of their seamen.

They further said that the United States was in no condition to fight, which was true, as the Democratic administration had almost disbanded the army, reducing it to about 6000 poorly equipped and disciplined men, whose officers were either veterans of the Revolution, too old to be of effective service, or those who were merely politicians. The navy had only about sixteen sea-going vessels, while England had 830, although most of them were engaged in the war with Napoleon until his defeat in 1814 released them. Almost all of the merchants and other prominent citizens of Salem were Federalists and opposed to the war, except a very few, notably the Crown-inshields.

However, as soon as the news of war arrived, there was great activity among the Salem fleet, many of which were lying idly at their wharves owing to the second embargo. Work began at once fitting them out as privateers, and so rapidly did work progress that on June 26th, only four days after the news of war reached Salem, the fault-finding *Gazette*, always ready to complain about anything the administration did or did not do, said :

“There are three privateers in this and several in neighboring ports, all ready for a cruise, but no commissions can be obtained. The declaration of war is sent abroad among our enemies, who are thus moved to capture our vessels, but even if it happens in sight of us, we cannot retake them without being guilty of piracy, for we have no commissions to authorize it. Does our Government intend the war shall be all on one side? If not, why did not blank commissions accompany the declaration of war?”

On June 27th Mr. Bentley records: “Our port has not been so busy for months. Privateers are all in the

order of the day and some are already armed and fitted waiting for their commissions."

On July 1st he says: "The commissions came for the privateers which had been already fitted in Salem Harbor. Capt. G. Crowninshield's pleasure boat we met upon our return from Baker's Island in the offing with 30 men going out, and afterwards another with 25 men, all of whom had had some command in merchant vessels. These were in a fishing smack called a jigger. They were in fine spirits and huzzaed as they passed. This crew is a valuable one and upon any mishap must be a great loss to Salem. As we passed Marblehead Harbor we found a privateer fitting for a cruise, and in Salem Harbor others busy to be ready for sea. The number that will be out will be very great, as some are fitting from other ports."

The fishing smack was the *Fame*, a pinky-sterned Chebacco boat of 30 tons, so-called because this class of boats were first built in Essex. She carried two six-pounders, and receiving a commission at noon on July 1st, sailed an hour or two later, under command of Capt. William Webb, the boat being owned by himself, and a crew of 24 shipmates, consisting almost wholly of captains of merchant ships. On July 4th, a most appropriate day, she captured two British vessels off Grand Manan, the ship *Concord*, of 300 tons, with a load of square timber, and the brig *Elbe*, of 200 tons, with a cargo of tea. On July 9th the *Fame* returned to town with the *Concord*, the first prize sent into Salem. The *Fame* was a successful privateer for nearly two years, until she finally ran ashore on Mud Island, in the Bay of Fundy, during April, 1814.

George Crowninshield's pleasure boat, the *Jefferson*, was the first yacht in Salem. It was of 14 tons burthen and only 36 feet in length, but a very fast sailer. She was decked, with a standing room in the rear, and was much like the yachts of the present day. On July 10th, the day after the arrival of the first prize in Salem, she sent in the brig *Sally*, a schooner laden with timber, and a shallop with dry goods, but the *Jefferson* was very small and it was hard work for thirty men to stow themselves away in her. Bentley says that a woman who saw them

landing at her door in Maine to buy some milk, observed to them, "When I saw you landing I could think of nothing else than so many goslings in a bread tray". She only carried one 4-pounder, and yet was very successful throughout the whole war, taking many prizes, and was never captured.

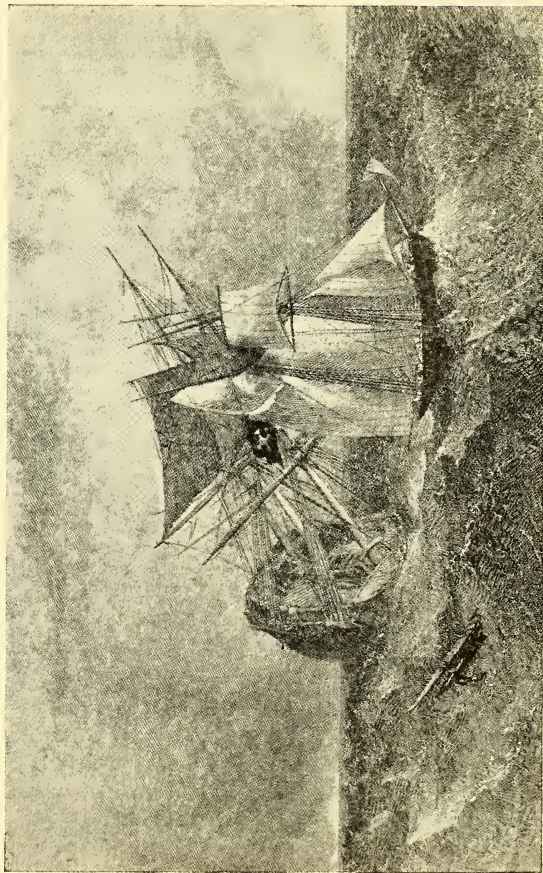
Within ten days of the arrival of the privateering commissions the following privateers had sailed: Cutter *Jefferson*, Capt. Kehew, 1 gun, 30 men, 14 tons; schooner *Fame*, Capt. Webb, 2 guns, 30 men, 30 tons; schooner *Fair Trader*, Capt. Morgan, 1 gun, 35 men, 40 tons; cutter *Polly*, Capt. Hardy, 4 guns, 60 men, 96 tons; schooner *Dolphin*, Capt. Endicott, 3 guns, 70 men, 140 tons; schooner *Regulator*, Capt. Mansfield, 1 gun, 50 men, 75 tons; schooner *Buckskin*, Capt. Bray, 5 guns, 50 men, 60 tons; schooner *Active*, Capt. Patterson, 2 guns, 25 men, 20 tons.

With the opening of the war privateering became the principal business of Salem, and while of course the profits from it never replaced the great losses sustained by the town owing to the suspension of commerce, yet it was of the greatest importance in the final result of the war, because from a national standpoint it is not the wealth amassed by the owners of privateers, but the amount of injury inflicted upon the enemy which is important in settling the issue of the war. Outside of our attacks upon Canada, which were poorly managed and generally unsuccessful, England had nothing against which we could wage an offensive war but her shipping, and this shipping was to her of vital importance, because, by reason of her limited area, she could not live without imports.

(*To be continued.*)







PIRATE BRIGANTINE "BLACK JOKE" SINKING THE INDIAMAN "MORNING STAR," FEBRUARY 21, 1832  
From an engraving in Hanney's "Freebooters of the Sea."

# THE SUPPRESSION OF PIRACY IN THE WEST INDIES.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LIX, page 264.)

Brig "Phoebe Ann", of Portsmouth, N.H., from Trieste for Smyrna, was taken by the Greeks to Napoli de Malvaiza, and there robbed of all the cargo she had.

Dec. 27, 1828.

Schooner "Carroll", Swain, from Marblehead, Mass., for St. Andrews Bay, East Florida, was plundered at sea by pirates about Nov. 3d, and on the 18th went ashore on St. Rose Island—threw overboard part of her cargo, and got into the bay about 40 miles from Pensacola, where she lay in five feet of water, 27th ult.

Aug. 9, 1828.

Brigantine "Fox", at Rio de Janeiro, of and from Gloucester, Mass., was robbed by an armed schooner, under Mexican colors, in lat. 34 N., long. 34, of part of her cargo, spare sails, clothes, money, watches, etc.

Oct. 11, 1828.

Schooner "Industry", Hunter, at Guadaloupe, from Newbern, N. C., was plundered by a piratical schooner, 17th Aug., lat. 28.14, of her chain cable, rigging, stores, clothes, etc.

Nov. 1, 1828.

Bremen brig "London Packet", Wessels, arrived at Lagaira, 7th Oct. In lat. of Madeira was boarded by a piratical schooner and robbed of property to the amount of \$7000.

March 14, 1829.

Brig "America", Crabtree, of Sullivan, Maine, at St. Barts, 7th Feb., was robbed of various articles to the amount of \$200 by a schooner under French colors, lat. 26, long. 64.

March 18, 1829.

Brig "New Priscilla", of Salem, was seen, 14th Feb., near Dog Keys; no person on board, having been captured by a pirate; crew supposed to be murdered.

Brig "Atlantic", Grover, of Boston, which sailed from Havana 21st Feb., was captured by a pirate, and all hands murdered except one, who was secreted, and the vessel scuttled.

March 21, 1829.

Brig "Fawn", of Salem,\* was robbed near the line, on her passage to India, last June, by a schooner under Buenos Ayrian colors, of sundry articles of cargo, amounting to \$1500.

Brig "Triton", of Waldoborough, Maine, at St. Croix, 26th Feb., was robbed of provisions, boat, clothing, etc., in lat. 26, long. 69.

Oct. 7, 1829.

Schooner "Perry", Hoodless, at Newburyport from Barracoa, was robbed of part of her cargo, on her outward passage, by a piratical schooner, lat. 30, long. 69.

Oct. 9, 1830.

Brig "Orbit", Woodbury, of and for this port (N. Y.), from the Coast of Africa, was fallen in with, 11th Sept., lat. 13.10 N., long. 45.42 W., in the possession of a piratical crew, who had boarded her, murdered the captain and mates, and were supposed to be heading for St. Thomas.

Sept. 28, 1831.

#### SUPPOSED PIRACY.

The brig "Wade", on 29th Sept., 1830, in lat. 37 N., long. 59 1-2 W., six days out from New York, boarded the barque "Henry", without any other name or letters on her stern, with masts all gone by the board, part of an English Jack made fast to one of the poop rails, cabin ceiling and transom tore to pieces, as if in search of money, furniture thrown down the run, fore-castle empty. Saw a rug in the cabin which appeared to be stained with blood; water casks all stove; cargo, rum and sugar; appeared tight, and only to have been abandoned about three weeks; coppered to the bends.

\*The "Fawn" referred to was a brig of 168 tons, built at Quincy, Mass., in 1816. In 1826 Robert Brookhouse, Josiah Lovett, Jr., of Beverly, were her owners, and Emery Johnson, master.

No less a person than Richard Henry Dana, in his "Two Years Before the Mast", relates that the vessel he was in, the brig "Pilgrim", of and from Boston, bound to the coast of California, was chased by a supposed piratical craft, "September 22d (1834), when, upon coming on deck at seven bells in the morning, we found the other watch aloft throwing water upon the sails; and, looking astern, we saw a small clipper-built brig, with a black hull, heading directly after us.

"We went to work immediately and put all the canvas upon the brig which we could get upon her, rigging out oars for extra studding sail, yards, and continued wetting down the sails with buckets of water whipped up to the mast-head, until about nine o'clock, when there came on a drizzling rain. The vessel continued in pursuit, changing her course as we changed ours, to keep before the wind.

"The captain, who watched her with his glass, said she was armed and full of men, and showed no colors. We continued running dead before the wind, knowing that we sailed better so, and that clippers are fastest on the wind. We had also another advantage. The wind was light, and we spread more canvas than she did, . . . while she, being a hermaphrodite brig, had only a gaff topsail aft. . . . All hands remained on deck throughout the day, and we got our firearms in order, but we were too few to have done anything with her if she had proved to be what we feared.

"Fortunately there was no moon, and the night which followed was exceedingly dark, so that, by putting out our lights on board and altering our course four points, we hoped to get out of her reach. We removed the light in the binnacle, and steered by the stars, and kept perfect silence through the night. At daybreak there was no sign of anything in the horizon, and we kept the vessel off to her course."

Among the many well known American sea captains in the palmy days of our merchant marine probably the best remembered is Capt. Samuel Samuels, who for many years commanded the equally well known New York and Liverpool packet ship "Dreadnought." This craft holds the



record for the fastest transatlantic passage ever accomplished by a sailing vessel, she having, on two voyages in 1859, sighted the Irish coast within ten days of her departure from Sandy Hook.\*

Captain Samuels' adventures all over the world as a sailor are contained in a most interesting volume, "From the Forecastle to the Cabin," now out of print and not easy to obtain. When a mere boy, Samuels came near being captured by pirates in the Gulf of Mexico, while on a voyage from Liverpool to Galveston, Texas, in the British brig "Emily". The exact date of the occurrence cannot be given, for the only fault with Captain Samuels' book is that he rarely gives the dates of events, but as nearly as can be reckoned, his narrow escape from being captured by the freebooters took place in 1837.

"The vessel came down on us like a meteor. Before we got on deck she was close aboard on our starboard beam. Peter told me to look at her carefully. ('Peter' was a middle-aged man, a sailor on the 'Emily', who had taken a great fancy to young Samuels; he appears, nevertheless, to have been a 'hard ticket', and, as will be seen further on, had at one time been himself a pirate.)

"She was a two top-sail schooner; that is, she had a square fore and main top-sail, with top-gallant sails over. When these square sails were furled, the yards on deck, and the masts housed, the fore and aft sails would equal single reefs. This rig is now obsolete; though, if I were going to build a large sailing yacht, I would rig her in this way. She would be the most rakish and saucy-looking craft afloat. The stranger had a long swivel [cannon] amidships and a smaller one mounted forward of the foremast. She was painted black, had a flush deck, and four quarter boats. No flag was flying. We were hailed in good English, though he who hailed us looked like a Spaniard.

"What ship is that?" he asked. "Where are you from, and where are you bound?"

"We replied to all these interrogations. Our captain was too much astonished at her extraordinary speed and

\*See "The 'Dreadnought' of Newburyport," by F. B. C. Bradlee, 2d edition, Essex Institute, Salem, Mass., 1921.



appearance to ask any questions. There was no name on her stern, and only three men were to be seen on deck. Captain Gillette asked the mate what he made her out. He replied that she was a mystery, and that he did not like her looks, as she appeared like neither a war-ship nor a merchantman.

"At ten o'clock the wind moderated enough to let us set all light sails, including the starboard studding sails. At noon we sighted the mysterious stranger again right ahead. At 1 P. M. a heavy squall was coming down on us. Then we took in the studding-sails, and royal. The main top-gallant studding-sail fouled over the brace block, and I went aloft to clear it. While I was on the yard the squall struck us with terrific force. Everything had to be let go by the run to save the masts. The studding-sail blew to ribbons in my hands. The top-sail halyards had been let go, and down I went with the yard. I had secured myself on the foot-rope near the brace block. This I did to save myself from being knocked off by the slapping of the top-gallant sheet. It was marvellous that I was not thrown from the yard when it came down on the cap. The squall was soon over, but it took the rest of the day to repair the split sails.

"About four o'clock the stranger hove to till we passed her, when she trimmed her canvas and was alongside again like magic.

"What does your cargo consist of?" he asked.

"Coal, salt, crates, and iron," we replied.

"She starboarded her helm and hauled to the southward, but before dark was ahead of us again. By this time all hands showed uneasiness, but said nothing. Supper was announced, but no one had any appetite. We all sat on the forecastle, straining our eyes into the darkness to see if we could discern the schooner. The captain came forward at eleven o'clock to join the mate, who had been sitting forward among us all the evening.

"Mr. Crawford," he said, "let us trim the yards and haul up four points to the southward. I don't like that craft. She was right ahead when last seen. We had better give her the slip during the night."

"Peter now joined in and said, 'If you don't want

them to board us, we had better keep our course. They have their eye on us, and if we attempt to avoid them they may suppose we are not bound for Galveston, and that our cargo is not of such small value as we told them. Once on board of us they will show their true character, and before daylight we shall all have walked the plank and the 'Emily' will be sunk five thousand fathoms deep. None of us will be left to tell the tale. I have been on these waters before, Captain Gillette, and know these crafts, and what I am talking about.'

'Peter's words were ominous. They sent a thrill of horror through us all. They sounded like the death sentence pronounced by a judge in deep, solemn tones, to a prisoner whose hours are numbered.

'The course was not changed. Silence pervaded the whole crew. The night was very dark. Suddenly Peter nudged me and motioned me to follow him aft. When abreast of the gangway he whispered in my ear, 'Boy, be a man. Don't tremble so. Your teeth chatter as if you had the ague. Slip down below and bring up a pannikin of rum; you know where it is stowed. You need courage to carry out what you will have to undertake before sunrise. By that time there will be no more of the 'Emily' or her crew, except you and me. Get the rum, and then hear the rest.'

'I groped my way down the after hatch and into the store-room and got the rum. I begged him not to take too much, as I knew his desperate character when in liquor.

'Don't fear,' he said, 'I never take too much in serious times. Now drink a little yourself; it will brace you up. Put the cup where we can get it again, and let us walk the deck where we can be seen but not heard. Much of my life you have heard me relate, from boyhood to manhood. The rest you shall hear now. My first criminal act, when I was a mere child, led on by others, landed me and them in the galleys, whence we escaped after murdering the guard. All except me were taken and guillotined. I was too small to have a hand in the murder. At the trial my plea of ignorance of an evil intent saved me from the extreme penalty of the law, but I was sent on

board a French man-of-war, from which I escaped after many years of service. Then I found myself in the Spanish navy, and after the battle of Trafalgar I shipped in a slaver.

“We were on our way from the Congo, bound to San Domingo, with four hundred slaves stored in the hold. The prospects were good for a profitable voyage. When we were off Porto Rico a schooner, just like the one you have seen this morning, came up and hailed us. It was just getting dark, and she passed ahead. When the next day was breaking she hailed us to heave to, and brought her guns to bear. In a moment we were grappled and boarded. Part of our crew at once attacked our officers, and, with the pirates who had boarded us, made short work of those who showed any resistance. We who had done this were allowed to join the pirate crew, as we had proved ourselves worthy of them. If we had acted otherwise we would have been slain also.

“An officer with a prize crew took charge of our schooner after we had been sent aboard the pirate, and took the slaver into Havana, where she and her cargo were sold. I stayed with the pirates three years, but their life did not suit me, and I made my escape during a battle with two English ships-of-war which had discovered our stronghold in the Bay of San Lorenzo.

“‘Now, boy,’ Peter continued, ‘to save ourselves we must join these pirates, who will board us about day-break. You take your position behind Mr. Crawford, and as soon as they board strike him with the knife between the shoulders.’

“At these instructions my knees began to give way. Peter seized me, or I should have fallen. The story he told me was all very well until it became my turn to be an actor. But a nip of rum, administered by him, set me all right. He said it would be better to kill the mate than to be killed myself, and our crew would all be slaughtered anyway. He called it justifiable self-defence, and said that after we had joined the pirates he would find a way for us to escape. He so worked on my imagination that I really felt I was going to do an excusable deed. The knife he gave me was his favorite one it had a

very long blade incased in a wooden sheath, instead of the leather usually used for sheath-knives. I agreed to do as he bade me, and took my place behind the mate. Peter took his place near the captain. It had just struck seven bells. There had been scarcely a word spoken forward during the night. The sound of the bells fell upon me like a funeral knell. Tears began to run down my cheeks. Mr. Crawford had always been good to me; why should I kill him? Everybody had treated me well on board. I thought of home, and the plans I had laid for the future; now my aspirations and hopes would all be ruined in the next half hour. A horror of the situation seized me. I slipped off the bitts upon which I had been sitting and walked aft. Peter followed me. He said;

“‘You had better take a little more rum. I don’t think the cook will serve us with coffee this morning. It is chilly for you after the long night’s watch. I see that you have a slight attack of ague.’

“‘No, Peter, I don’t want to drink; I am not cold. But I would rather be killed than commit murder in such cold blood.’

“‘But his pleadings, his love for me, and the review of his friendship, had their effect. The demon that seduced our great mother was whispering in my ear. I again did as he told me, and stationed myself behind the mate.

“‘The silence was broken by the captain saying he wished it was daylight.

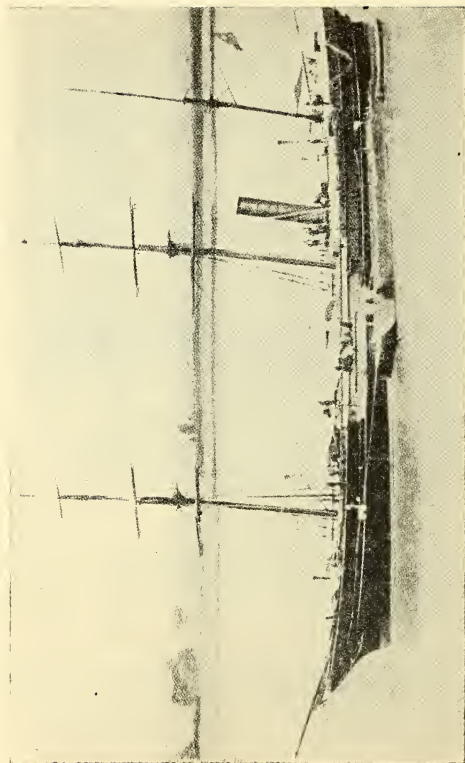
“‘It will be here soon enough,’ I heard Peter say. ‘I see it breaking in the east, and before the sun is up all will be over.’

“‘The day was indeed breaking, and night was furling her black flag. The light mounted slowly towards the zenith, and as our eyes were strained to catch a glimpse of the mysterious craft, we saw her shoot out of the darkness, heading across our bow to the northward. We looked in that direction and saw a large West India merchantman about four miles on our starboard beam. She was running before the wind, with studding-sails set on both sides, and was evidently Dutch from her build.

“‘She is doomed,’ Peter said, ‘and we are safe. Those poor fellows will never muster round the grog-pail again.







CONFEDERATE STATES STEAMER "McREA"

Formerly the slaver and pirate "Marquis de la Habana." The only "steam pirate" known to history.

From a photograph taken at Baton Rouge, La., in 1861.

From the Collection of F. B. C. Bradlee.

Presently you will see the schooner make her heave to.'

"The words were scarcely spoken when we saw the smoke from her Long Tom. The signal was unheeded, and a shot brought down her foremast, which took the maintopmast with it. This crippled her so that in less than an hour she was out of sight astern.

"While in Amsterdam, years after, my curiosity led me to ascertain what ships were lost during the year in which the above incident occurred and I learned that the ship 'Crown Prince William', from Rotterdam, bound for Curacoa, was never heard from.

"We felt ourselves safe for the time being, but changed our course, fearing that after she had pillaged and sunk the ship, she might overtake and destroy us, to avoid being reported. We did not consider ourselves out of danger until we entered the harbor of Galveston."

The case of the disappearance of the British-Australian packet ship "Madagascar" was not, strictly speaking, due to piracy in the old sense of the term; yet the loss of this fine vessel resulted from a deeply laid plot, and it is interesting to include this thrilling sea tale, one of the most audacious in the criminal annals of the ocean. It is reproduced by the kind permission of Basil Lubbock, Esq., author, and Messrs. James Brown and Son, Glasgow, publishers of that wonderful book of marine history, "The Blackwall Frigates"; supplemented somewhat by a letter from the secretary of Lloyd's, London, to the author.

It must be remembered that soon after the discovery of gold in Australia, in the early 1850's, the population was of a very "mixed" character; ship's crews were exceedingly hard to get, and captains took what there was without asking questions, being only too glad to fill their forecables for the home run.

"In July, 1853, she (the 'Madagascar') lay in Port Phillip (Australia), with the Blue Peter flying, a full complement of passengers, and 68,390 ounces of gold dust on board. Just as she was about to sail, Melbourne detectives hurried on board and arrested two of her passengers for being concerned in the McIvor Gold Escort robbery, which had been the latest piece of robbery under arms to excite the colony.

“The passengers were tried, and though a great deal of gold dust was found in their baggage on the ‘Madagascar’, the crime could not be brought home to them. After being delayed a month by this affair, the ‘Madagascar’ sailed. And when time passed and she did not arrive, all sorts of rumors began to circulate in order to account for her disappearance, but the most general belief was that she had been captured by a number of desperadoes, who, it was said, had taken passage in her for that very purpose.

“Years afterwards the following story went the round of the colonies. A woman in New Zealand, being on her death-bed, sent for a clergyman and said that she had been a nurse on the ill-fated ‘Madagascar’. According to her the crew and several of the passengers mutinied when the ship was in the South Atlantic. Captain Harris and his officers were all killed, and the rest of the passengers, with the exception of some of the young women, were locked up below. The boats were then lowered, and the gold and young women put into them. Finally the mutineers followed, having set fire to the ship and left their prisoners to burn.

“However, they soon paid for their crimes with their own lives, for only one of the boats, containing six men and five women (the narrator amongst them), succeeded in reaching the coast of Brazil, and even this boat was capsized in the surf, and its cargo of stolen gold dust lost overboard.

“The sufferings of its crew had been severe enough on the sea, but on land they grew more terrible day by day. At last a small settlement was reached. But this proved a death trap, for yellow fever was raging. In a very short time only two of the mutineers and this woman remained alive. They, after more hardships and privations, at last reached civilization. Then the two scoundrels, after having dragged the woman with them through every kind of iniquity, eventually deserted her. One of them disappeared entirely, but the other, according to her, was hanged in San Francisco for murder.

“The woman described herself as having been a nurse on board the ‘Madagascar’, and this may have been possi-

ble, as there was a Mrs. de Carteret with her children on board. . . .

"The nurse's story can never be proved; but it is likely enough, for before the 'Madagascar' sailed there were many sinister rumors in Melbourne concerning the objects and antecedents of her crew and many of her passengers."

According to a letter from the secretary of Lloyd's to the author, the "Madagascar" was not finally posted as "missing" until June 21st, 1854, nearly a year after the date of her sailing from Melbourne.

This celebrated tragedy of the sea forms the basis for one of Mr. Clark Russell's best marine novels, "The Tale of the Ten"; in it he has slightly altered the facts, and, of course, the names; the story also ends well, but otherwise the tale is largely as related above.

The last actual case of piracy was one quite as picturesque, and perhaps more curious than any related before in this little book, and certainly may be said to have been modern and up-to-date, as the piratical vessel in question was a steamer. As far as the author can trace, it is the only case of a "steam pirate". In February, 1860, General Miramon, who was then the principal representative of the Mexican so-called "Clerical and Conservative" party, with a company of followers, chartered at Havana the steamer "Marquis de la Habana",\* which was the property of a Spanish Havana firm and had made one or more voyages as a slaver.

General Miramon's plan was that he and his "friends" were to be landed at Vera Cruz, where they hoped to bring about a revolution, a common occurrence in modern Mexico. The "Marquis de la Habana" was a wooden propeller of about 600 tons and carrying one or two old-fashioned 32-pounders and a modern brass-rifled pivot 24-pounder. Unfortunately for Miramon, when his steamer appeared off Vera Cruz and refused to show the flag of any civilized country, the United States fleet, then cruising off the Mexican and Central American coasts, on the watch to prevent the landing of Walker and his band of

\*The "Marquis de la Habana" is not to be confused with another steamer "Habana", which, prior to the Civil war, plied regularly between New Orleans and Havana, and became the well known Confederate cruiser "Sumter".



filibusters, also stopped Miramon and his gang from going ashore.

Here was a quandary for the Mexican "general" and his friends; they had very little or no money, the "Marquis de la Habana's" charter had only been partially settled, and the rank and file of the proposed landing party were clamoring for the liberal pay promised them. However, Miramon, or some other fertile brain among his followers, soon hit on the following scheme, which, if successful (and it might easily have been), would have filled all their pockets with gold, and at a moderate amount of risk.

The plan was as follows: What could be easier than to stop one of the homeward-bound California "treasure" steamers, plunder the ship and her passengers, then put on all steam, run the "Marquis de la Habana" ashore on some unfrequented spot on either the Central or South American coasts, and all hands could scatter, each for himself. It must be remembered that this was years before the building of the first trans-continental railroad, and the principal means of communication between California and the east was by steamer from San Francisco to Panama, thence by rail across the Isthmus to Aspinwall, whence one of "Commodore" Vanderbilt's big side-wheelers in eight or nine days more landed the traveller in New York.

Neither were there, in 1860, many ocean cables to give the alarm, so that the pirates could be traced and overtaken. Moreover it did not take long for Miramon's followers, composed for the most part of the refuse of the world that then hung about Cuban and Central American ports, to fall in with the scheme.

Unfortunately for them, however, the proverb, "There's many a slip 'twixt the cup and the lip", proved but too true.

Somehow, and in some way, very likely by treachery, news of the bold plot reached the ears of Commander Jarvis, commanding the U. S. (sailing) sloop-of-war "Saratoga",\* and he immediately set forth in search of

\*The "Saratoga" was originally built at the Portsmouth Navy Yard as a frigate, but in 1860 had been recently cut down to a sloop-of-war.



the miscreants, and as they were supposed to be not far off and the wind was light, the "Saratoga" was taken in tow by the steamer "Indianola". Sure enough, in a few hours, on March 6th, the "Marquis de la Habana" and a schooner were found anchored side by side off Point Anton Lizardo. Upon the approach of the "Saratoga", Miramon's vessels attempted to escape, but were soon overtaken, and in answer to Commander Jarvis' order to surrender, the "Marquis de la Habana" fired twice from her pivot gun. The "Saratoga" now gave them a broadside, upon which a general contest ensued, and Miramon was soon forced to surrender, but not before some twenty men were killed and wounded. Many of the Mexicans escaped ashore in small boats while the fight was going on. It was said that Miramon had the Spanish flag hoisted and was captured with it flying above him.

A prize crew was now put on board the "Marquis de la Habana", and Lieutenant R. T. Chapman was ordered to take her to New Orleans and turn her over to the U. S. marshal there "as being a pirate on the high seas".

It has been impossible to find out what became of Miramon, whether or not he was indicted; if so, perhaps the breaking out of the Civil war put an end to his troubles. At any rate, he afterwards became prominent as one of Emperor Maximilian's staunchest supporters during his short reign in Mexico, and was executed with him at Queratero in 1867. The "Marquis de la Habana" was taken into the Confederate navy as the "McRae". She was fitted out as a commerce destroyer, and it was hoped would be a companion ship to the "Sumter", "Alabama", etc.

The Union fleet, however, proved too vigilant, and the "McRae" was never able to reach the open sea. She took part in the battle of New Orleans in April, 1862, under the command of Lieutenant Thomas B. Huger, C. S. N., who was mortally wounded, like the "McRae" herself, which sank the next day from injuries received in the battle.

That the danger from pirates in the Gulf of Mexico as late as 1861 was not altogether unfounded is proved by the following despatch from Hon. Isaac Toucey, Secretary

of the Navy in President Buchanan's cabinet, to Lieutenant Charles Thomas, commanding the U. S. S. "Falmouth", stationed at Aspinwall :

"Navy Department, Washington City,

"January 19th, 1861.

"Sir :

"It is rumored that a piratical expedition is on foot to proceed to the Isthmus for the purpose of seizing the California steamers with their treasure ; that a schooner has already been chartered to convey the expedition to Aspinwall, where they will be clandestinely landed and make their attack after the treasure shall have been put on board the steamer. There may not be foundation for this rumor. You will, however, be vigilant, and, if necessary, be prompt to use all means at your command for the protection of the California steamers and their treasure, or other property of citizens of the United States.

"I am, respectfully,

"Your obedient servant,

"I. Toucey,

"Secretary of the Navy."

"Lieutenant Charles Thomas,

"Commanding U. S. Storeship 'Falmouth',

"Aspinwall, New Grenada."

The coast of New England, in fact, the whole Atlantic coast line, is full of traditions of pirates. A most peculiar one is the legend of the shrieking woman of Marblehead, which is a ghost story connected with that part of the town known as Oakum Bay.

A piratical cruiser, having captured a Spanish vessel about the middle of the seventeenth century, brought her into Marblehead harbor, which was then the site of a few humble dwellings. The male inhabitants were all absent on their fishing voyages. The pirates brought their prisoners ashore, carried them at the dead of night into a retired glen, and there murdered them.

Among the captives was an English female passenger. The women of Marblehead heard her dying outcries, as they rose through the midnight air, and reverberated far and wide along the silent shores. She was heard to exclaim, "O, mercy! Lord Jesus Christ save me! Lord

Jesus Christ save me!" Her body was buried by the pirates on the spot. The same piercing voice is believed to be heard, at intervals more or less often, almost every year, on clear moonlight nights. There is something, it is said, so wild, mysterious, and evidently super-human in the sound, as to strike a chill of dread into the hearts of all who listen to it.

The writer of an article on this subject in the old Marblehead Register of April 3d, 1830, declared that "there are not wanting at the present day persons of unimpeachable veracity and known respectability who still continue to firmly believe the tradition, and to assert that they themselves have been auditors of the sounds described, which they declare were of such an unearthly nature as to preclude the idea of imposition or deception.

No less a person than the late Judge Joseph Story, who died in 1845, a native of Marblehead, and who became one of the most prominent constitutional lawyers in the country, about the last person who would be taken in by ghost stories, averred that "he had heard those ill-omened shrieks again and again in the still hours of the night." A perusal of the old records reveal the fact that about 1700 the whole coast of Essex County, Massachusetts, was infested with pirates, and in Gloucester particularly there were the famous John Phillips and John Quelch, who were hung in 1704 for their piratical activities.

At the Point of Pines, on the shore line between Lynn and Revere, there has ever been a romance that pirate gold is supposed to be safely hidden somewhere on that point of land. According to tradition, a great chest of gold is buried at the root of a tree, the chest being covered by a large flat stone. This treasure chest is supposed to have been placed there by the same pirate crew of which tradition also says that they had their retreat in what has since been always known as Pirate's Glen, in one of the wildest and loneliest spots in Saugus.

Not far from the Point of Pines was once the old half-way house known as "The Blew Ankor," a tavern much patronized by travellers. Here it was that a party was formed to search for the treasure, and David Kunks-shamooshow, a wizard with a divining rod, located the

spot where the treasure was buried, and the party by the light of their lanterns, began to dig. Soon their shovels struck a rock, and with a level it was partially razed, and there were those who claimed they saw an old chest beneath it. Then a mighty wind arose, and coming on the back of the wind was a hatless giant on a charger, shouting, 'By my blood, what do ye here? Filching my gold, hard earned upon the sea by danger and fire. But the devil will save his own, I wot. Avoyant ye, or bear a pirate's malediction.'

So stunned were the diggers that they backed away from the spot, the stone sank into the chest, and the searchers ran for their lives. At various times in the centuries gone by, the Saugus river was the scene of mysterious fortune parties, it being claimed that this little stream quite often afforded an opportunity of hiding when the pirates were too hard pressed.

The particular story which has lasted the longest and has interest even now is that connected with Dungeon rock in the great Lynn Woods reservation, which is visited by thousands every year. According to tradition, the pirates at one time brought a beautiful woman to the woods, coming up the Saugus river, seeking a post in the rocks and crags from the tops of which a good view of the ocean was obtained. They found such an outlook, and here they built a hut, dug a well and made a garden, and the woman lived, died and was buried there.

Three of the pirates in this particular escapade were captured and died on the gibbet in England. The fourth, Thomas Veale, escaped to the cavern, where he is supposed to have hidden his booty. He worked the remainder of his life as a shoemaker or cordwainer, only coming down into the village for food.

Then came the earthquake of 1658, and the shock of the great convulsion of nature split to its foundation the rock in which the cavern was located, blocking the entrance and enclosing Veale in a frightful rocky tomb. The cliff has ever since been known as the Dungeon rock.

Hiram Marble, in 1854, began a search of Dungeon rock cavern for the pirate gold, and for thirty years up to the time of his death continued an unsuccessful search.







EXECUTION OF CAPTAIN NATHANIEL GORDON, AT NEW YORK, FEBRUARY 22, 1862

The only person ever hanged in the United States for the crime of slave smuggling

From a sketch in the New York Illustrated News, March, 1862

His son continued his efforts, and tons of rocks were moved by them in the course of time, but with no results.

Now and again comes the tale of someone searching for treasure gold in the sands of Gloucester or along the Ipswich-Newburyport dunes, but never yet has there come a story of the discovery of any of these mysterious chests, lined with gold and precious jewels, which were supposed to be the particular property of pirates at large. In the seventeenth century it is certain that the Isles of Shoals, off Portsmouth, N. H., were the resort of pirates with such names as Dixy Bull, Low and Argall (a licensed and titled buccaneer), who left the traces of their own lawlessness in the manner of life of the islanders. It was a convenient place in which to refit or obtain fresh provisions without the asking of troublesome questions.\* The pirates could expect little booty from the fishermen, but they often picked them up at sea to replenish their crews.

In the year 1689 two noted buccaneers, Thomas Hawkins and Thomas Pound, cruised on the coast of New England, committing many depredations. The Bay Colony determined on their capture, and dispatched an armed sloop called the "Mary", Samuel Pease, commander, which put to sea in October of that year. Hearing the pirates had been cruising at the mouth of Buzzard's Bay, Captain Pease made all sail in that direction. The "Mary" overhauled the outlaw off Wood's Hole. Pease ran down to her, hailed, and ordered her to heave to. The freebooter ran up a blood red flag in defiance, when the "Mary" fired a shot athwart her forefoot, and again hailed, with a demand to strike her colors. Pound, who stood upon his quarter-deck, answered the hail with, "Come on, you dogs, and I will strike you." Waving his sword, his men poured a volley into the "Mary", and the action for some time raged fiercely, no quarter being expected. Captain Pease at length carried his adversary by boarding, receiving wounds in the hand to hand conflict of which he died.

In 1723 the sloop "Dolphin", of Cape Ann, was taken on the Banks by Phillips, a noted pirate. The able-bodied

\*"Massachusetts Colonial Records", vol. IV, part 2, p. 449.

of the "Dolphin" were forced to join the pirate crew. Among the luckless fishermen was John Fillmore of Ipswich. Phillips, to quiet their scruples, promised on his honor to set them at liberty at the end of three months. Finding no other hope of escape, for of course the liar and pirate never meant to keep his word, Fillmore, with the help of Edward Cheesman and an Indian, seizing his opportunity, killed three of the chief pirates, including Phillips, on the spot. The rest of the crew, made up in part of pressed men, submitted, and the captured vessel was brought into Boston by the conquerors on the 3d of May, 1724. John Fillmore, the quasi pirate, was the great-grandfather of Millard Fillmore, thirteenth President of the United States.

It is affirmed on the authority of Charles Chauncy that Low once captured some fishermen from the "Shoals". Disappointed, perhaps, in his expectation of booty, he first caused the captives to be barbarously flogged, and afterward required each of them three times to curse Parson Mather or be hanged. The prisoners did not reject the alternative.

No doubt these pirates had heard of the sermons Cotton Mather was in the habit of preaching before the execution of many of their confederates. In his time it was the custom to march condemned prisoners under a strong guard to some church on the Sabbath preceding the day on which they were to suffer. There, marshaled in the broad aisle, they listened to a discourse on the enormity of their crimes and the torments that awaited them in the other world, this being the manner in which the old divines administered the consolations of religion to such desperate malefactors.

New England could contribute a thick volume to the annals of piracy in the New World from the records of a hundred years subsequent to her settlement. The name of Kidd was long a bugbear with which to terrify wayward children into obedience, and the search for his treasure continues, as we have seen, to this day. Bradish, Bellamy and Quelch sailed these seas like true followers

of those dreaded rovers who swept the English coasts and sent their defiance to the king himself :

“Go tell the King of England, go tell him thus from me,  
Though he reigns king o’er all the land, I will reign  
king at sea.”

They have still the ghost of a pirate on Appledore,\* one of Kidd’s men. There has consequently been much seeking after treasure. The face of the spectre is “pale and very dreadful” to behold ; and its neck, it is averred, shows the livid mark of the hangman’s noose. It answers to the name of “Old Bab”. Once no islander could be found hardy enough to venture on Appledore after night-fall.

In 1700 Rear Admiral Benbow was lying at Piscataqua, with nine of Kidd’s pirates on board for transportation to England. Robert Bradenham, Kidd’s surgeon, says the Earl of Bellomont, was the “obstinatest and most hardened of ’em all.” In the year 1726 the pirates William Fly, Samuel Cole, and Henry Greenville were taken and put to death at Boston, after having been well preached to in Old Brattle Street by Dr. Colman. Fly, the captain, like a truculent knave, refused to come into church, and on the way to execution bore himself with great bravado. He jumped briskly into the cart, with a nosegay in his hands, smiling and bowing to the spectators as he passed along, with real or affected unconcern. At the gallows he showed the same obstinacy until his face was covered.†

The various legends relative to the corsairs, and the secreting of their ill-gotten gains among these rocks, would of themselves occupy a lengthy chapter ; and the recital of the fearful sights and sounds which have con-

\*Appledore is one of the islands forming the group called the Isles of Shoals. They lie ten miles off Portsmouth, N. H.

†After execution the bodies of the pirates were taken to the little island in Boston harbor known as Nix’s Mate, on which there is a monument. Fly was hung in chains, and the other two buried on the beach. The total disappearance of this island before the encroachments of the sea is the foundation of a legend. Bird Island, in the same harbor, on which pirates have been executed, has also disappeared. It formerly contained a considerable area.



fronted such as were hardy enough to seek for treasure would satisfy the most inveterate marvel-monger in the land. Among others to whom it is said these islands were known was the celebrated Captain Teach, or Blackbeard as he was often called. He is supposed to have buried immense treasure here, some of which, like Haley's ingots, has been dug up and appropriated by the islanders. On one of his cruises, while lying off the Scottish coast waiting for a rich trader, he was boarded by a stranger, who came off in a small boat from the shore. The new-comer demanded to be led before the pirate chief, in whose cabin he remained some time shut up. At length Teach appeared on deck with the stranger, whom he introduced to the crew as a comrade. The vessel they were expecting soon came in sight, and after a bloody conflict became the prize of Blackbeard. It was determined by the corsair to man and arm the captured vessel. The unknown had fought with undaunted bravery and address during the battle. He was given the command of the prize.

The stranger Scot was not long in gaining the bad eminence of being as good a pirate as his renowned commander. His crew thought him invincible and followed where he led. At last, after his appetite for wealth had been satisfied by the rich booty of the Southern seas, he arrived on the coast of his native land. His boat was manned and landed him upon the beach near an humble dwelling, whence he soon returned, bearing in his arms the lifeless form of a woman.

The pirate ship immediately set sail for America, and in due time dropped her anchor in the road of the Isles of Shoals. Here the crew passed their time in secreting their riches and in carousal. The commander's portion was buried on an island apart from the rest. He roamed over the isles with his beautiful companion, forgetful, it would seem, of his fearful trade, until one morning a sail was seen standing in for the islands. All was now activity on board the pirate; but before getting under way the outlaw carried the maiden to the island where he had buried his treasure, and made her take a fearful oath to guard the spot from mortals until his return, were it not 'til doomsday. He then put to sea.



The strange sail proved to be a warlike vessel in search of freebooters. A long and desperate battle ensued, in which the cruiser at last silenced her adversary's guns. The vessels were grappled for a last struggle, when a terrific explosion strewed the sea with the fragments of both. Stung to madness by defeat, knowing that if taken alive the gibbet awaited him, the rover had fired the magazine, involving friend and foe in a common fate.

A few mangled wretches succeeded in reaching the islands, only to perish miserably, one by one, from cold and hunger. The pirate's mistress remained true to her oath to the last, or until she also succumbed to want and exposure. By report, she has been seen more than once on White Island—a tall, shapely figure, wrapped in a long sea-cloak, her head and neck uncovered, except by a profusion of golden hair. Her face is described as exquisitely rounded, but pale and still as marble. She takes her stand on the verge of a low, projecting point, gazing fixedly out upon the ocean in an attitude of intense expectation. A former race of fishermen avouched that her ghost was doomed to haunt those rocks until the last trump shall sound, and that the ancient graves to be found on the islands were tenanted by Blackbeard's men.\*

In the autobiography of the late Rear Admiral B. F. Sands, U. S. N., "From Reefer to Rear Admiral", he states that in 1838 he was employed on coast survey work, as were in turn all naval officers at that period, and "Whilst walking along the shore near Babylon (Long Island, N. Y.), as our work progressed, Mr. Renard and I were on one occasion amusing ourselves skipping flat pebbles into the sea, watching them as they glanced from ripple to ripple on the water, when just as I was about to launch one I felt it was unusually heavy, and curiosity made me examine it. After some little rubbing I found it to be a Spanish dollar of date 1700. The edge was

\*A somewhat more authentic naval conflict occurred during the war of 1812 with Great Britain, when the American privateer, "Governor Plummer," was captured near Jeffrey's Ledge by a British cruiser, the "Sir John Sherbrooke." The American had previously made many captures. Off Newfoundland she sustained a hard fight with a vessel of twelve guns, sent out to take her. She also beat off six barges sent on the same errand.

almost sharpened by friction on the sandy beaches. The discovery prevented the throwing of pebbles that had not been weighed and examined. That particular find was placed *dans ma poche* as a lucky piece, but unluckily it went, with a quantity of other silver, some years later, into the pocket of a burglar who helped himself to what I had.

“On returning to camp with it that afternoon, it was held to be one of Captain Kidd’s dollars, and the sight of it revived many stories of search for the pirate’s hidden treasure, as it was claimed that this neighborhood was one of his favorite resorts.

“One old fisherman told me of his grappling a bag of money with his tongs whilst fishing for oysters off the inlet; that feeling something heavy and knowing that shell-fish could not be so weighty, he became excited as it was hauled near to the surface, and, finding its weight diminishing, he quickened his movement, and giving a vigorous jerk into the boat, found remaining in the teeth of his tongs only the tied end of an old canvas bag and two or three Spanish dollars.

“He concluded that he had first gotten hold of a sack of Kidd’s treasure, which had been thrown overboard upon approaching the coast in a boat in bad weather. He marked the place by bearings, and frequently repeated his search, but without the slightest success.

“In this connection I will here relate an incident which occurred to Mr. Renard (Admiral Sand’s chief in coast survey work) the following season. There was wild excitement in the papers of the day about a discovery of some of Kidd’s treasure on the beach near Babylon by a countryman, who was walking along the beach after a gale, which was a common custom on this coast, in the hopes of picking up driftings from the sea.

“He saw on a sand-hill half blown away by the gale some pieces of old canvas, which, upon inspection, proved to be bags with money scattered about, to secure which he hurried home, and, bringing a cart, carried off his *treasure* trove. Some of the neighbors got wind of it, and the whole region was up and out on the search, with no greater success than a few old silver dollars and canvas

bags, which, however, but served to keep up the excitement for some months afterwards.

“Mr. Renard, seeing the news in the papers, at once recognized from the description given that we had gone over the place in our survey; so hiring a buggy he started for the locality, and, sure enough, it was that very hill upon which I had erected a signal for our survey. The hill having been partly blown away, showed where the treasure deposit was made, which was within three feet of the hole dug for the signal staff, which lay there upon the top of the hill.

“In his letter to me telling of the fact, Mr. Renard expressed his wonder that I had not placed my signal pole three feet nearer the hidden treasure, it being said that the lucky finder had carried away in his cart some *fifteen thousand dollars*.

“ . . . My detail this season (1839) was for the Atlantic coast of New Jersey below Long Branch, the latter part of the coast having been apportioned to my old friend and chief, Mr. Renard.

“This part of the coast about Barnegat had gained a bad reputation, because of the frequent recurrence of wrecks there and the robberies and murders accompanying them. The wrecks were usually caused by false lights shown by the natives to lure vessels to their destruction, when the whole neighborhood would turn out in force, robbing and maltreating the victims of their treachery without pity, their conduct bringing upon the inhabitants the odious name of Barnegat Pirates.

“It was, therefore, deemed advisable for our two parties to keep together as much as possible, at least when near the most dangerous part of the coast, that we might have mutual protection in our numbers, not expecting to be treated as welcome visitors for many reasons.

“ . . . Our experience, however, was quite different from our anticipations, the people there keeping aloof from us altogether and in no wise troubling us.”

The inhabitants of Block Island, in the eighteenth century, also had an unenviable reputation as “wreckers”, which has even been celebrated in a poem by Whittier. It is, nevertheless, but fair to say that the historian of

Block Island, Rev. S. T. Livermore, after careful and prolonged researches, denies emphatically the cruel allegations as regards the islanders :

“All this barbarous work is here charged upon a little population of as pure morals as ever adorned any part of Puritan New England. Let no one suppose that the poet (Whittier) was aware of misrepresentation and injustice to the islanders. He, like others, doubtless supposed that the piracy once common about Block Island was carried on by the inhabitants. But that was not the case. Pirates from abroad, near the beginning of the eighteenth century, infested the island, and as they sallied forth from this point upon our own and foreign vessels, they gave a reputation, probably, to the island which in nowise belonged to the descendants of the Pilgrims.”\*

The pirate vessels “Ranger” and “Fortune” were headed for Block Island when captured by the colonial cruiser “Greyhound” in 1723. Twenty-six of the members of their crews were executed on Gravelly Point, at Newport, R. I., July 19th, 1723.”†

As late as 1740 the Rhode Island General Assembly voted an appropriation of £13 13s. “for victuals and drink to the pirates at Block Island and their guards”; and from the fact of keeping pirates as prisoners on the island, many abroad doubtless heard frequent mention of “Block Island pirates,” without distinguishing them from the native citizens of the island. But in all these cases the pirates appear to have been foreigners to the island, lodging there only temporarily.

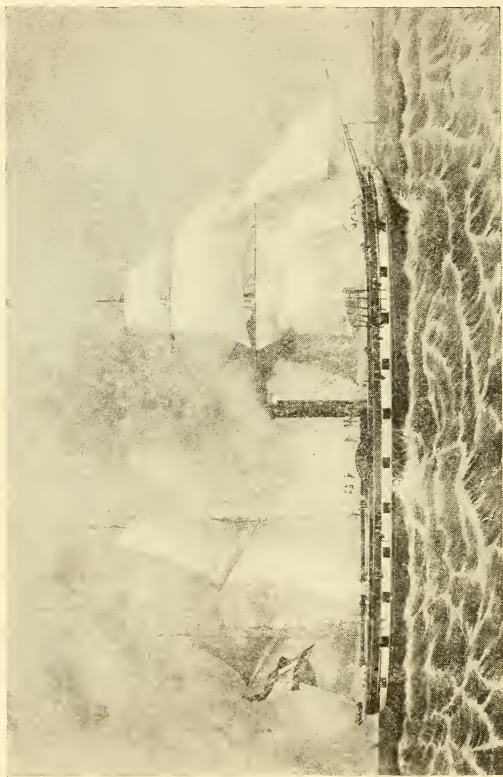
In 1861, during the Civil war, Captain William Harwar Parker, C. S. N., was on duty at various places on the North Carolina coast. He says: “I used to hold long conversations with a pilot I met at the mouth of the Neuse river. He had passed his life on the sound (Pamlico), and was a real old-fashioned fellow, a believer in signs and tokens. He told me of his many attempts to find the money buried by Teach the pirate. Teach frequented Pamlico Sound and used to lie at an island in it

\*“History of Block Island,” by Rev. S. T. Livermore, A. M.

†“Colonial Records of Rhode Island,” Vol. IV, pp. 329-331.







STEAM SLOOP-OF-WAR "REGENT"

Built in 1840-41 by Brown & Bell, New York, for the Spanish Government, for use in Cuban waters

From a lithograph in the Collection of F. B. C. Bradley

from which he could watch Hatteras and Ocracoke Inlets.

"I visited this island and every square foot of earth on it had had a spade in it in the search for Teach's money. Everybody hereabouts believed that Teach had buried a large amount of money *somewhere* on the shore of the sound. This pilot told me he had sometimes seen lights on the shore, which lights indicated the spot where the money was buried. The great point was to get to the place before the light was extinguished.

"He said he had several times jumped into a boat and pulled for one, but unfortunately the light always disappeared before he could reach the shore.

"Such was the tale that was told to me

By that shattered and battered son of the sea."\*

And so nearly the whole eastern coast line of the United States might be gone over. Much of it has traditions of pirate's hidden treasure, but it is to be doubted whether even a small proportion has been found in spite of the many persistent efforts to do so.

From the "Compromise" of 1850 until the breaking out, in 1861, of the Civil war, the group of public men in the Southern States known as "fire-eaters" and often called "the Slave Power" by the northern press, while diligently striving to enlarge the field of their political power, were also mindful of a corresponding increase in the number of their human working tools. Many of these politicians openly urged upon their constituents the re-opening of the African slave trade in order to meet this want, and, according to them, bring to the South unending prosperity.

While it was evident that the spirit of the age would not permit of a legalized trade in African negroes, nevertheless the result of this ceaseless agitation was that a large illicit foreign slave traffic sprang up, mainly under the American flag, and in vessels built, owned and equipped in American ports.

The North will, also, have to assume equal blame with the South in this nefarious business, for, while it must be

\*"Recollections of a Naval Officer," by Capt. William Harwar Parker, C. S. N.

acknowledged that the smuggling in of negroes at certain points of the southern coast was comparatively easy, and, public opinion in that section being largely in its favor, the risk, even if the slavers were detected, was not great, still it must be admitted that a majority of the vessels employed in this trade, their owners and masters, all belonged in New England.

Since the abolition of the foreign slave trade in 1808, the bringing in of African negroes to the United States constituted a case of piracy according to the federal laws, and so the story of the last few shiploads of blacks brought to our shores is not, it would seem, out of place in this little volume. It may astonish some of our readers to know that as late as 1862 a native of the State of Maine was hung in the city of New York for piracy, the result of his being caught red-handed in a bold attempt to slip in a large cargo of negroes. The *New York Herald*, in the summer of 1860, published an estimate that "from thirty to forty slavers are fitted out every year, in New York, Boston, Bristol, R. I., Portland, Me., and other eastern ports; but New York and Boston are the favorite places, from the fact that the operations of the traders can be carried on with less risk of detection. Comparatively a limited number are captured on the coast of Africa, and those that are so captured are taken by British cruisers, while but few fall into the hands of the United States squadron.

A New York correspondent of the *Charleston, S. C., Mercury*, said, in its issue of Aug. 15th, 1860, "That it is no exaggeration to state that a dozen or twenty slavers leave New York annually. These facts have recently come to my knowledge . . . It is not possible for any one person to know the whole extent of the business, but some things cannot be kept secret and are well known to many. . . . I know of two ladies, now attracting adoration at a fashionable watering place, who invested in a little venture of this kind not long ago, and, as a result, have augmented their bank accounts—one to the extent of \$23,000, and the other \$16,000. The headquarters of the traffic in this city (New York), are mainly in South,

William, Broad and Water streets. Two vessels are now fitting out here for the business."

A few days later the New York *Herald* claimed to have "information that no less than six vessels have left New York for the African coast within the past fortnight, all of which expect to have negroes for their return cargoes."

Among these latter day slavers the best known and the one standing out most prominently in the public eye was the schooner "Wanderer." She had, it was said, been originally designed and intended for a yacht, and was built at Setauket, Long Island, by James Rowland, in 1857, largely on the plan of the famous "America", the cup defender, although the "Wanderer" was somewhat larger, measuring 260 tons register, 105 feet in length, 26 feet beam. June, 1857, saw the launch of the future slaver, and shortly after she is said to have made a trip from New Orleans to New York in nine days. Since the days of the "Red Rover", that weird roamer of the seas, it is doubtful if any vessel so vividly aroused public interest as the so-called yacht "Wanderer", for it may be stated that there is grave reason to doubt if she ever quite deserved the innocent prefix to her name.

When she first arrived in New York harbor she was looked on as a model yacht, but very soon her mysterious proceedings attracted the attention of U. S. Marshal Isaiah Rynders, who was snubbed by many persons for what they considered his officious meddling in arresting her. The "Wanderer" was then lost sight of for several months (the schooner's whole career is naturally shrouded in obscurity), when she suddenly turned up in a southern port, having landed a large and valuable cargo of slaves at an obscure part of the Georgia coast.\*

Such were the profits arising from this illicit traffic that a vessel often paid for itself twice over in one voyage. It was estimated that there were then about forty American vessels engaged in the foreign slave trade. These, it was calculated, shipped 600 negroes each from the African coast, of whom 500 were landed at the port of destination. Al-

\*When the author passed some time at Mobile, Ala., in 1914, several old and uncouth negroes were pointed out to him as having been landed near Mobile by the "Wanderer."



lowing \$3000 for each vessel for brokerage and commission from the port whence she sailed ; \$4000 on each vessel for officers and men, \$15 a head for the purchase of negroes on the African coast, and \$42 to secure the landing of each negro at the port of delivery, the whole cost came up to \$1,467,000. Twenty thousand negroes, at \$500 each, would produce \$10,000,000, a clear profit of \$9,524,000, or upon two voyages a year, more than \$17,000,000.

While on the African coast the "Wanderer" fell in with a British cruiser, and with characteristic coolness the slaver's captain hoisted the New York Yacht Club flag, and entertained the British officers in lavish style, responding to the toast given by one of these officers in honor of the club, in a speech of considerable ability and impudence. Little did the jolly mariners of England dream that they were accessories before the fact to an infamous violation of the laws of God and man. After her African voyage, the "Wanderer" again changed hands and was bought by a Mr. Lamar of Georgia, who entered, it was said, into an agreement to re-sell her to one "Captain" Martin.

About the middle of October, 1859, Martin "stole" the "Wanderer", so it was pretended, and went to sea without papers, intending to go to Africa for another freight of human beings. Lamar, the owner, pursued a little way in a steamboat, but undoubtedly by preconcert without success, for the so-called "theft" had probably been arranged between the owner and the "thief" as an easy and shrewd way of getting the schooner to sea without the trouble and risk of custom house preliminaries, and of securing to the owner a pretext for reclaiming her without even the trifling cost of a sham purchase should she fall into hands unfriendly to her.

The crew, it seems from subsequent events, knew nothing of her destination till they were out at sea, and most of them went on unwillingly after learning it.

On Nov. 22d, 1859, when near the Canaries, the captain taking four men with him in a boat, boarded a French vessel which they had met to obtain a supply of provisions. The rest of the crew seized the opportunity to es-



cape, set all sail and steered for Boston, where they arrived on Dec. 24th, bringing also with them two Portuguese women, whom the captain had decoyed on board at one of the Azores and carried off with the intention of exchanging them in Africa for negroes.

On their arrival at Boston the crew of the "Wanderer" surrendered the vessel to the United States authorities, and legal proceedings were begun against her as a slaver. She was also libelled by the crew for their wages, and by persons who had furnished her with supplies for their respective dues. Lamar, on hearing of the arrival of his ship, made formal demand for her, offering in support of his claim the copy of an indictment in the United States Circuit Court for the district of Georgia against the late master for piratically running away with her. After a long hearing and an appeal by counsel for the government, the "Wanderer" was restored to Lamar, on his giving bond for \$5940 to abide the final decision of the court in her case.

The Boston *Transcript* for March 5th, 1860, contained the following account of the court proceedings :

"'Wanderer'.—This notorious vessel is now riding at anchor in the stream, ready for the sea, the admiration of all who behold her tasteful model and beautiful proportions. The 'Wanderer' has been surrendered to her owner, Mr. Lamar, of Savannah, under a bond of \$5000, to abide by the decision of the court in her case, which is soon to be tried. In the meantime she is in the hands of Capt. C. R. Moore, one of our most experienced and worthy shipmasters, who takes her to Savannah. She is cleared by E. D. Brigham and Co."

The "Wanderer" returned to Savannah, but her career afterwards, as has been mentioned, was a good deal of a mystery, and naturally so. It has been stated that during the early months of the Civil war she was armed and became part of the "Georgia State Navy," which was to protect the coast of this "sovereign state from the incursions of the Yankees."

Still another account has it that the "Wanderer" was used as a revenue cutter at Pensacola and was afterwards in the cocoanut trade between the southern ports of the

United States and the West Indies, and that eventually she was wrecked on Cape Henry. Her owner, while she was a slaver, Lamar, was killed in the last battle of the Civil war, at Columbus, Ga., April 16th, 1865.

By 1859 the maritime commerce of Salem had sensibly declined, overshadowed as it was by New York and Boston. The foreign trade indeed had almost ceased to exist, and, therefore, one could hardly imagine a worst place to fit out a vessel for a slaving voyage. Secrecy, the prime necessity and of the first importance for carrying on such operations was practically impossible in a small seaport where everyone knew each other and which was notoriously full of marine "loafers." Yet in that same year the New York and Boston papers reported that there were two vessels in Salem fitting out for the slave trade. As may be imagined, these articles created quite a sensation, which resulted in a semi-humorous editorial in the *Salem Register* of August 11th, 1859.

#### "SLAVERS FITTING OUT AT SALEM.

"The New York Times has the following special despatch, dated Boston, Aug. 7: 'There are at this time two vessels fitting out at Salem, in this State, for the slave trade on the coast of Africa. The principals in the affair are a Spanish firm in New York; and the pecuniary equipment of the vessels has just been forwarded, in the form of nearly \$20,000 in hard specie. If the government really wishes to stop this infamous trade, it must look North as well as South, and to these small New England ports, as well as New York and New Orleans. There will be no difficulty in identifying the craft at Salem, and this is not the first instance in the last three months.'

Immediately upon the receipt of the above startling information, we despatched, after the most approved fashion of the New York and Boston press, a corps of special reporters to every quarter of the city, with explicit instructions to burrow in every dock and explore every cove, inlet, outlet, mill stream, sluice-way, and brook, leading in or out of, or any wise connected with the waters of the harbor, and to ferret out the infernal slaver, or perish in the attempt. The most keen-sighted of the

experts was furnished with a pair of seven league boots, and the way he streaked it down town, notebook in pocket and pencil whittled to the sharpest kind of a point, in hand, was a caution to the Custom House loafers, who were balancing themselves on the hind legs of their chairs, enjoying their siesta and dreaming of their next quarter day. His progress was a sight to behold.

Since the days of John Gilpin, with the exception of the ever memorable 'gallopade' of President Polk and Secretary (now President) Buchanan through the streets of Salem in 1847, urged on by the forty oath power of Marshal Barnes—no such specimen of go-aheadtiveness has been manifested as was exhibited by our Corypheus of reporters on this occasion. . . .

The first approach to discovery was made at Phillips wharf, where our reporter was 'sure he'd got 'em.' His attention was rivetted on this locality from the moment that he saw several twig-looking vessels apparently 'well found', and about which there was no little bustle. Ever and anon, from a distance, he saw large quantities of round, shining black bodies hoisted up from the vessel's hold and dumped in great haste into freight cars on the wharf alongside. . . .

Imagine his 'feelinks', then, when he found what he had supposed to be darkies in the act of landing to be nothing more than lumps of good, honest, Pennsylvania anthracite! Somewhat sobered by this rebuff, his drooping spirits were revived by soon seeing another sight. . . .

At Webb's wharf, sure enough, were some mysterious looking craft which certainly required overhauling. Sun-dry long, low, black-looking hulls, partially dismantled, apparently a little the worse for wear. . . . these sorry looking old hulls, we say, afforded to our reporter ample grounds for suspicion, and thither he hurried, but also only to find . . . that, vulgarly speaking, he had smelled a 'mice' of the largest kind. . . .

But, seriously, somebody has been 'sold'. There are some half a dozen of the regular African traders lying at the wharves, although not one . . . is justly liable to suspicion. When a vessel does fit away at Salem for the slave trade, we venture to predict that it will not escape

the lynx-eyed observation of the *habitues* of the wharves.

In spite of the preceding article, there was at this time in the slave trade a vessel which had been wholly or partially owned in Salem—the celebrated clipper ship “Nightingale.” Nor must mention be omitted of the brig “Mary Pauline”, 172 tons, built at Hartford, Connecticut, in 1833. Under the name of “Lalla Rooke” this vessel had been a well known slaver, but unfortunately no record of her as such can be found. In 1843 she was registered from Salem, Henry E. Jenks, Charles Hoffman, Osgood Dunlap, owners; Neal P. Heweson, master. During the year 1845 the “Mary Pauline” was lost at sea while on a voyage to Africa.

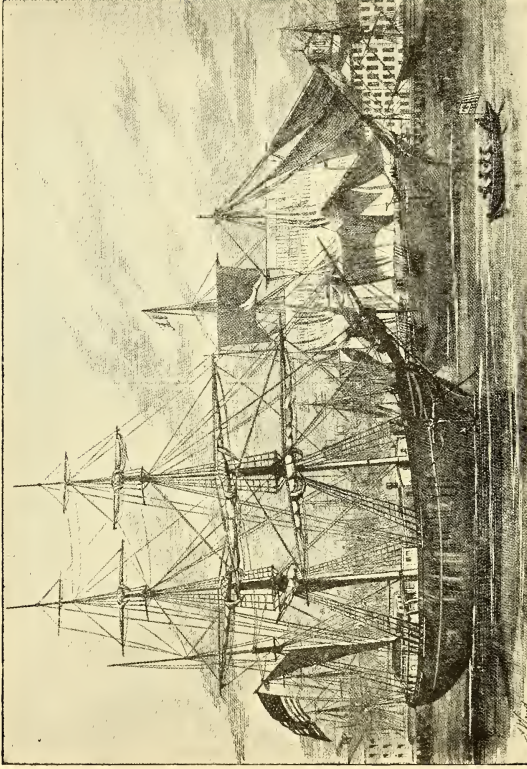
The “Nightingale” (named for Jenny Lind, the celebrated Swedish singer, and her figurehead was a beautifully made bust of her), was built at Portsmouth, N. H., by Samuel Hanscom, in 1851. She was 174 feet long, 36 feet beam, and registered 1066 tons. For some weeks before she was launched the following advertisement appeared in the Boston papers: “For London direct from Commercial wharf. The new clipper ship ‘Nightingale’ will positively sail Aug. 1, for the purpose of conveying visitors to the Crystal Palace (the First World’s Fair) Exhibition in London, and back to the United States. The vessel has been built and fitted up expressly for this excursion and affords exceptional accommodations.”

The “Nightingale” arrived at Boston, from Portsmouth, July 19th, 1851, under command of Captain Yeaton, and he and Hon. Ichabod Goodwin of Portsmouth remained agents of the vessel until Oct. 18th, when she was registered in the name of Sampson and Tappan of Boston.

Captain Arthur H. Clark, author of the “Clipper Ship Era”, to whom the author is indebted for a portion of the facts relating to the “Nightingale”, says: “That in addition to her elaborate passenger fittings for carrying tourists to the London World Fair, the ship carried a mechanic’s lien of \$31,500, which Sampson and Tappan were obliged to liquidate, in addition to the \$43,500 they paid for the ‘Nightingale’, but as it turned out, she was a cheap ship at that, and made a large sum of money for her owners.”







BARQUE "ISLA DE CUBA"

Formerly the ship "Tonquin" of Boston. A slaver of 1858-59.

From a sketch in the collection of F. B. C. Bradlee

Just before she left Boston on her first voyage, the Boston *Traveller* mentioned the "Nightingale" as follows: "Naval architecture in perfection of model can go no further. . . . Thoroughly bolted and coppered throughout, well found in boats and tackle, cabin containing ten state-rooms, instead of berths, ladies' cabin with eight state-rooms, water tank holding 4500 gallons of water, and accommodations for 250 passengers."

Sampson and Tappan ran her in the Australian and California trades, where freights were in the early 50's very high, until 1859, when the "Nightingale" changed hands, and a part of her later career, when a slaver, is necessarily somewhat obscure, as her owners during that period would obviously shun publicity.

Captain Clark says of her: "She was sold to a firm in Salem (it may be stated, however, that the "Nightingale" was never registered from Salem, but that does not in the least prevent her having been owned in that city), who sent her to Rio Janeiro, intending to run her in the coffee trade, but she was sold to a Brazilian, who used her as a slaver, and she landed a cargo of Africans on the coast of Brazil prior to her capture by a United States man-of-war.

"Assuming this story to be correct, it would appear that when the 'Nightingale' became the property of a Brazilian she was legally under the Brazilian flag, but it by no means follows that she did not obtain a United States register, which was a valuable asset. Nothing could be more simple, and, as a matter of fact, it is exactly what it appears did happen. Bowen (her legal captain at this period) was made the dummy owner, consignee, and captain, and is so registered in the American Lloyds, while one Cortina was the real captain, who represented the actual owners, which accounts for his presence on board the 'Nightingale' when she was captured."\* It is a fact worth noting that the "Nightingale" was registered

\*A common trick practiced by slaving ships at this period, especially those under the American flag, was to carry two crews and two sets of officers, American and foreign, generally Spanish or Portuguese. If captured by an American man-of-war, it would be claimed that the ship, officers and crew were foreign, the Americans being merely passengers; if captured by the British, the opposite claim would be made.

as belonging to the port of New York; nevertheless, Bowen does not seem to have considered it necessary to paint out "Boston," which was on her stern when captured.

The *Salem Gazette* for June 18th, 1861, relates the capture of the "Nightingale" as follows, and its account of the ship's career before her seizure varies considerably from that of Captain Clark's, yet bears every mark of accuracy. This knotty question is left for our readers to decide for themselves.

"Capture of a Slaver: The slave ship 'Nightingale' was brought into New York on Saturday, in charge of Lieut. J. J. Guthrie, U. S. N., and a prize crew from the U. S. sloop-of-war 'Saratoga'. The 'Nightingale' was captured April 23d (1861), off Kabenda, W. C. A., by the 'Saratoga', having on board 950 negroes. She was taken into Monrovia, where the cargo was put on shore, and 272 men, 97 women, 340 boys, and 92 girls, making a total of 801, 160 having died on the passage from Kabenda. The 'Nightingale' is a clipper ship of 1100 tons burthen, built at Portsmouth, N. H., and intended for the Transatlantic or Australian passenger trade, but as her builders did not fulfill their contract, she passed into other hands. She sailed from New York Sept. 13th, 1860, with a load of grain for Liverpool, and arrived there Oct. 6th, where she discharged cargo, and was up for the East Indies. She sailed from Liverpool Dec. 2d, and on the 14th of January, 1861, anchored at the island of St. Thomas (W. C. A.). On the 22d of January she was boarded off Congo by H. B. M. 'Archer' and the U. S. S. 'Mystic', when she proceeded up the Congo river and remained there until the 1st of April, when she was fallen in with by the 'Saratoga' and boarded, and her papers found all right. She was allowed to proceed, but on the 23d of April was captured as above. The captain (Francis Bowen), the Spanish supercargo, and the cabin servant made their escape from the vessel the night previous to her sailing from Kabenda, a portion of the crew having previously escaped in the boats. Those that did not escape were transferred to the 'Saratoga' and shipped for the service."

In the "Life of Commodore George Hamilton Perkins, U. S. N.," by Carroll Storrs Alden, is another account of the "Nightingale's" earlier career as a slaver, which formed part of a letter written home by the Commodore, then Acting Master, of the U. S. steamer "Sumter":

"April 15, 1860. The clipper ship 'Nightingale', of Salem, shipped a cargo of 2000 negroes and has gone clear with them. If she gets them to Havana they will bring, on an average, \$600 apiece; so you can calculate how much money will be made on her. The 'Nightingale' is a powerful clipper, and is the property of her captain, Bowen, who is called the Prince of Slavers. The first time I was up the Congo the 'Sumter' went up fifteen miles after a slaver under his command, called the 'Sultana'. We found the barque 'Sultana' and the brig 'Kibby', with their slave decks all laid and everything ready for cargo.

"We examined both ships and detained one for three days; then our captain let her go, declaring against every proof that there was nothing in the ship but what was in her manifest. Of course these ships at once filled up with slaves and calmly sailed off—there was no escape about it.

"With the money Bowen made from the sale of those slaves he has purchased the 'Nightingale', one of the fastest clippers known. When I saw Bowen in command of the 'Sultana' he was living very luxuriously; everything in his cabin had elegance, and everything about his career was as nearly as possible like that of the romantic pirates and slave captains who are introduced into novels. Our vessels cruise very little now after slavers. The captains think it useless under existing laws."

It is understood that Captain Bowen, the owner of the "Nightingale", above referred to, unlike Captain Gordon and most of the other latter-day slavers, kept the fortune he had made, and when there was no longer a profitable market for slaves, turned his attention to hotel keeping in Aspinwall, Central America, and was flourishing there when last heard of.

After her seizure the "Nightingale" was condemned and sold as a prize in New York and was bought by the



government for \$13,000. She was placed in charge of Acting Master D. B. Horn, and attached to the South Atlantic blockading squadron. Two light guns were mounted on her, but she served as a coal ship. From 1861 to 1864 she served alternately as a coal ship, ordnance ship, and a dispatch boat, and in 1864 was ordered to New York for repairs.

At the end of the war the "Nightingale" was again employed in the China and California trades, and in 1871 on a voyage from New York to San Francisco, she put into the Falkland Islands, leaky, with her crew in a state of mutiny, one of whom had stabbed her chief mate to death. In 1876 the old ship again changed hands at the Merchants Exchange in San Francisco, for \$11,000. Her purchaser, George Howes, loaded her with oil and sent her to New York, where she was sold for \$15,000 to Norwegian owners, and all further trace of her disappears.

In the early 1840's a company of shipbuilders, several of them being Essex County men, left New England and settled at Marietta, Ohio, where they engaged in the business of building western river steamboats. Between whiles they also constructed several square-rigged vessels, which were floated [towed] down the Ohio and Mississippi rivers and proved to be good sea-boats, even if they were put together thousands of miles from salt water. One of these rather unique craft, the brig "Ohio," 143 tons, built at Marietta in 1847, and for many years owned and registered in Salem, was, while on a trading voyage to the west coast of Africa, in 1848, very strongly suspected of being a slaver.

The late Rear Admiral Benjamin F. Sands, U. S. N., in his memoirs, "From Reefer to Rear Admiral," refers as follows to the "Ohio" (pp. 195-196): "The 26th of November (1848) saw us off the coast in company with the schooner (brig) 'Ohio', upon which suspicion had fallen as being a 'slaver'.

"Our captain used to sit all day with the darkies on shore, listening to their tales of the slave-dealers, and under their information believed that every vessel flying the 'stars and stripes' was engaged in aiding and abetting the slave-dealers.



"It was now suspected that the 'Ohio' was to carry the famed adventurer and slave-dealer, Captain Theodore Canot (whose career, so successful in his nefarious business, which made him for many years a prominent man on that coast) from the Colony to Gallinas, where he had a 'factory' full of slaves.

"I went on board and examined her papers and hold, but found nothing to excite suspicion except the fact, which the captain admitted, that he was to take Canot as a passenger and drop him at Gallinas en route to Sierra Leone. He explained he had no right to question his passenger as to his business.

"Captain Gordon said that he would watch him, and if he landed that old slave-trader at Gallinas he would seize the vessel as a prize and send her to the States. So off we went on another wild goose chase.

"The 'Ohio' was built at Marietta in February, and came out to this coast as a trader. On the night of the 28th of November, in a squall, we lost sight of the 'Ohio', which we were watching, but in the morning sighted a stranger, a saucy-looking schooner, and fired a shot to make her 'heave to' or show her flag. . . . We armed a couple of boats about nine o'clock and I was off in pursuit in the first cutter, the doctor having charge of the gig. . . .

"I took possession of her . . . and found a Brazilian flag in the rigging. I found, however, that she had everything in readiness for her occupation as a slaver; the slave deck was laid, coppers in place, some forty or fifty water casks filled, etc., etc. . . . So we lost sight of Canot, who soon afterwards, finding the English and American governments in earnest, gave up the slave traffic and *reformed*. A narrative of his eventful career was published from his own notes in 1854 by Brantz Mayer."

At this time the future Rear Admiral Sands was serving in the West African squadron as executive officer of the U. S. brig "Porpoise", 12 guns, in charge of Commander Gordon. This vessel (built at the Boston Navy Yard in 1836) afterwards achieved the melancholy distinction of being one of the few U. S. men-of-war put down as "missing."

On September 21st, 1854, she and the sloop-of-war "Vincennes" left Hong Kong to survey certain islands in the Malay Archipelago; a few days later a severe gale came up, and the "Porpoise" was never heard of. She probably capsized, as did the U. S. brig "Somers", off Vera Cruz during the Mexican war. There existed a strong prejudice against these brigs in the navy, as they were considered crank and top-heavy. The picture of the "Porpoise" reproduced in this book is from the original oil painting of her in the author's collection.

The first schooner "Porpoise", which saw so much service against the West Indian pirates, is often confused with her namesake mentioned above, but was a totally different vessel. She was bought by the Navy Department at Portsmouth, N. H., in 1820, measured 198 tons, and carried 12 guns.

Soon after the "Nightingale's" capture by the U. S. S. "Saratoga", previously mentioned, several of her officers, together with others connected with the slave trade, were indicted for piracy (then a capital offence), according to the following article reproduced from the New York *Illustrated News* for March 15th, 1862. Captain Gordon, mentioned in the article, had been found guilty and hung, of whom more will be said further on, and that seems to have satisfied the "ends of justice," for all the other slavers had their cases placed on file.

"The following persons are indicted for serving in the slave trade: Samuel B. Hayens, first mate of the 'Nightingale'; Bradley Winslow, second mate of the same vessel; William H. Byrnes, master of the barque 'W. L. Kibby'; Morgan Fredericks, first mate of the 'Cora'; Erastus H. Booth, master of the 'Buckeye'; George Garnett, first mate of the same vessel; Henry C. Crawford, master of the ship 'City of Norfolk'; William Warren, first mate, and David Hall, second mate of the 'Erie', under command of the late Captain Gordon.

"Should any of these men be found guilty of the capital offence and sentenced to death, will they be hung? To make an exception in favor of either would be to admit that Gordon was unjustly executed, and to execute them all would be regarded as an outrage on humanity. This

is one of those cases in which a horror of capital punishment induces a jury to acquit. Perhaps the lilliputian Dracas, who cry 'Death! Death!' will reflect a little."

Although the United States had been the nation to found Liberia, the state for freed negroes, our government had shown gross negligence in enforcing the laws against the slave trade.

From 1808, when the importation of slaves became illegal, till 1842, this country did practically nothing to suppress it; for the next seventeen or eighteen years, although American ships of war were sent regularly to the African coast, the perfunctory efforts accomplished but little.

On the other hand, Great Britain and other European countries, particularly France, had exhibited considerable vigilance in seizing vessels of their respective nations engaged in the nefarious business.

Vice-Admiral Jurien de la Graviere, the well known French naval commander, in his "La Marine D'Autrefois," says that when he first entered the navy (1829), some of the French men-of-war had serving on board many members of the crews of ex-slavers, whose penalty on being caught was a three years' term of service in the navy.

As has been stated before, the decade following 1850 saw a great increase in the illicit slave trade to the United States. According to Stephen A. Douglas, more slaves were imported in 1859 than in any year previous, not excluding the time when the traffic was legal; he estimated the number to be not less than 15,000. Most of our naval officers ordered to the African coast, well aware of the sentiment prevailing in governmental circles in Washington, were not over zealous in their patrol duty and would send in a prize only when the proofs were scarcely less than absolute. Even in these few cases the offending captains and their ships were released on bond, and the trials were long postponed. Whenever a man was convicted, the executive found some reason for not carrying out the sentence.

It was not until Mr. Lincoln was inaugurated that uncompromising suppression of the slave trade began and

that an offender (Captain Gordon, previously mentioned), suffered the full penalty—hanging.

Meanwhile, during the fifties, since the United States often embarrassed the American offenders and France and Great Britain vigorously prosecuted all those flying her flag, the misery attending the slave traffic became intensified. Traders could not afford to wait for a favorable tide or calm, but when a speck appeared on the horizon suspected to be the sail of a man-of-war, would crowd the negroes into canoes and proceed to loading. When the canoes were caught in the surf, some of the blacks were drowned and others were devoured by sharks. This meant a money loss, but the shipmaster could afford it if he secured a moderate sized cargo and succeeded in escaping. That the slaves might be shipped at an hour's notice they were herded together in barracoons at various points on the shore. Small pox and contagious fevers frequently broke out, whereupon the sick would often be poisoned, drowned, or shot, that the epidemic might be checked.

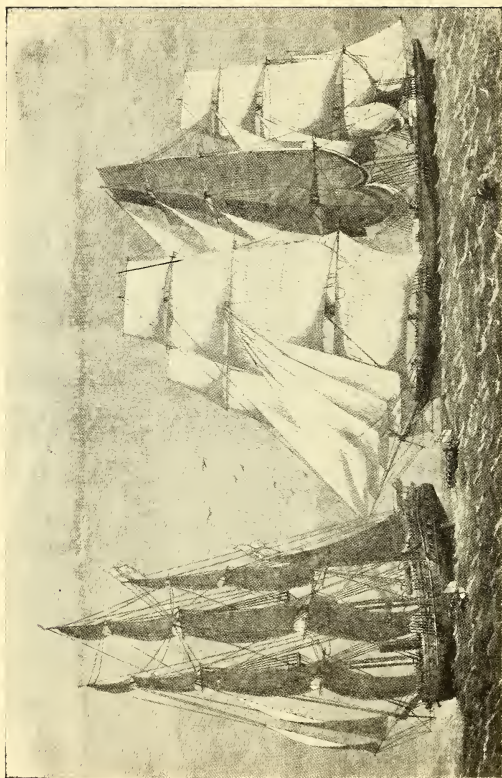
Troubles as bad or worse followed when the negroes were crowded between decks on ships, where death from the exhaustion of fresh water, as well as from epidemics, frequently occurred. To maintain the supply of slaves on the coast, to be traded for and shipped, the fiercer tribes kept up a constant warfare; they made frequent raids, destroying villages, and bringing back hundreds of men, women and children. In exchange for slaves they received guns, merchandise of various kinds, and cheap rum.

The last demoralized the whole coast, and to the blacks of all kinds was irresistible. Although President Buchanan's administration, like the preceding ones, was remiss in dealing with this problem, Congress had become aroused by the cruelties and gross violations of law reported, and required that a more vigorous policy be instituted.

In 1859, in place of three or four heavy sailing frigates, ill adapted for the service, several small steamers were sent out. These were the "Sumter", "Mystic", and "Crusader", propellers of about 500 tons each, and carry-







THE SLAVER "SUNNY SOUTH," alias "EMANUELA"  
Surrendering to H. M. S. "BRISK"

From a wood cut in The Illustrated London News

ing a few light guns. The Navy Department had purchased them especially for this service from the merchant marine, where they had been known as the "Atlanta", "Memphis", and "Southern Star".

Of all the American naval officers stationed on the West African coast during the last years of the nefarious slave traffic, probably the most zealous was Commander, afterwards Rear Admiral, Andrew Hull Foote, previously mentioned in connection with his services against the West Indian pirates. Before Foote's time it had been the custom for the men-of-war to stand in near the coast and attempt to catch the slavers in the act of embarking their living cargoes. He, however, thought that by cruising one hundred or more miles off shore, there was as much, if not more chance to capture the "traders", as they called themselves, where they least suspected danger.

Suiting the action to the word, Commander Foote, then in charge of the brig-of-war "Perry", changed his cruising ground, at the same time disguising as far as was possible his vessel, so that she appeared to be a merchantman.

His plan soon met with success, for on June 6th, 1850, he captured the full-rigged ship "Martha", of New York, one of the largest slavers on the coast. Commander Foote sent her back to the United States, in charge of a prize crew, and the "Martha" was seized and condemned, a feat hitherto very difficult of accomplishment, for the slavers generally were furnished with two sets of papers, one of them Brazilian, and when close pressed the American documents were thrown overboard, as was done in this case, but they were picked up before they were even soaked through.

Is it doubtful, however, if Commander Foote's zeal was smiled upon in high quarters, for soon afterwards he was recalled on some pretext, but he has left a most interesting record of his experiences in "Africa and the American Flag" (New York, 1854), a book which really did a great deal towards opening the eyes of the complacent public to the abominable traffic going on under the Stars and Stripes. Those who wish to read of the enormities and barbarous cruelty of the last years of the slave trade cannot do better than read this volume; the subject is large,

so large that all the author has attempted to do is to mention a few of the best known latter day slavers, a complete list of these so-called "traders", if obtainable, would, of itself, fill a small sized-book.

Among the many "deep water" sea captains hailing from Marblehead in the last half of the nineteenth century perhaps one of the best known was Captain Michael Gregory, one of four brothers, all of whom were ship-masters. Captain "Mike", as the former was generally called, sailed for a firm named Napier, Johnson & Co., of New York, who had built for him the extreme clipper ship "Sunny South", 703 tons register. She was always considered one of the prettiest ships ever launched, and was the only sailing vessel built by the celebrated George Steers, the designer of the yacht "America", U. S. steam frigate "Niagara", and the Collins line steamer "Adriatic".

The "Sunny South" was built for the China trade and launched at Williamsburg, Sept. 7th, 1854. It is a singular fact that while this ship was well known to possess great speed when in company with other clippers, yet she never made a passage worthy of being recorded, neither was she a successful ship financially.

In 1859 the "Sunny South" was sold at Havana and her name was changed to "Emanuela". Havana and Rio Janeiro were well known as the two principal ports where slavers were bought, sold and fitted out. The next we hear of the "Emanuela" was on August 10, 1860, when she was seized by H. B. M. S. "Brisk" in the Mozambique channel, flying the Chilian flag, and with a cargo of 850 slaves packed on board.

Her chase and capture was described as follows: "At 11.30 A. M. on the 10th of August last, as H. B. M. 'Brisk', Captain De Horsey, bearing the flag of Rear Admiral the Hon. Sir Henry Keppel, K. C. B., was running to the northward in the Mozambique Channel, a sail was reported as seen from the masthead. Steam was got up without delay and sail made in chase.

"It being hazy, the stranger was shortly lost sight of. When the weather had partially cleared the stranger was reported four points on the starboard bow, and the ship's

course altered in that direction. We were now going 11 1-2 knots, and the captain, feeling that it must be something out of the common that would alter bearings at that distance in so short a time, proceeded himself with his glass to the foretopmast head, officers mounting the rigging.

“That a general excitement prevailed was evident from the manner in which our sails were trimmed, taken in, and set again. Hottentots and landsmen, who on other occasions only looked at ropes, now laid hold of them with a will. The captain’s order from the masthead to keep away two points showed that he had observed something suspicious—in fact he had noticed a sudden alteration of the chase, and pronounced her to be a long, rakish-looking ship, too large to be a slaver, but thought there was something very suspicious in the sudden alteration of her course, her crowd of sail, . . .

“On closing under her lee, and when within a cable’s length, a white package was thrown from her side into the sea, and the experienced then exclaimed, ‘A slaver, and there goes her papers!’ A few minutes more, and we sheered up alongside to leeward of as beautiful model of a ship as ever was seen. . . . It was an anxious five minutes to those on the ‘Brisk’ while our boats were away. A small white British ensign run up at her peak showed that she was a prize, and a voice hailed us, ‘Eight hundred and fifty slaves on board!’”

The Boston *Advertiser* for March 20th, 1856, contained the following article:

“The ‘Falmouth’, a new little fore and aft schooner of 200 tons, was seized by the U. S. marshal at New York, suspected of being a slaver. The crew were Spanish and could not speak a word of English. The ‘Falmouth’ was fitted up with all the appurtenances of a regular slaver; her ownership remains a mystery.”

According to the “History of the American Slave Trade,” by John R. Spears, the “Falmouth” (which he describes as a brig, but the same vessel mentioned in the *Advertiser* is evidently meant, moreover the picture of her proves conclusively that her rig was that of a schooner), made three voyages as a slaver, from 1856 to 1861; she was caught each time, but at the U. S. marshal’s sale



was as often "bid in" and continued on the "even tenor of her ways." The last time the "Falmouth" was seized her owners are given as George H. Leinas and William Watts.

Once a vessel became a slaver it would seem that it was hard for her to shake off her bad name, even though she might have been for years engaged in lawful trade. An interesting case in question was that of the brig "C. H. Jordan". This peculiarly built craft was a very old vessel, large for her rig (she measured between 400 and 500 tons register), originally built in and belonging to Barcelona, Spain. In 1859 she was picked up, a derelict, off St. Thomas, by a Provincetown whaler, and brought into Provincetown.

She had no flag or papers. Everything by which she could be identified had been destroyed. There were slave shackles on board, lumber for slave-decks, a large number of water casks, and all the fittings of a slaver; she was seized and condemned as such by the U. S. authorities, and sold at auction to Mr. Charles W. Adams, a Boston sbip broker. He in turn sold one-quarter interest in the "Jordan" to Captain John D. Whidden of Marblehead—at the time the present lines are being written Captain Whidden, who now lives in California, is believed to be the very last survivor of the old-time Marblehead "deep water" shipmasters.\* As the brig was Captain Whidden's first command, he naturally took great interest in and was very proud of her.

During his ownership and command of the "C. H. Jordan" she was engaged in the lumber trade between the United States and South American ports, and in his interesting book, "Ocean Life", Captain Whidden says that, in spite of her bluff bows, she often made fourteen or more knots while under full sail and with a favorable wind. He (Whidden) had always had his curiosity aroused by a large bloodstain on the brig's cabin floor and by several imbedded bullets in the panels of one of the staterooms.

On one occasion, while the "Jordan" was undergoing repairs at Montevideo, a former member of her crew rec-

\*Capt. Whidden has since died.



ognized her and told Captain Whidden her tragic history. She had made two successful voyages from Africa, bringing slaves to Cuba and landing them on the south side of the island near the Isle of Pines. While on her third trip to the African coast, having \$30,000 in specie on board, the brig's crew mutinied after reaching the coast, shooting and killing the captain and mates through the skylight, while they were sitting in the cabin. Running the vessel down across the "trades" until in the vicinity of St. Thomas, they destroyed everything on board by which she could be identified, and taking to the boats, landed at the latter port, describing themselves as shipwrecked seamen.

Most of them then proceeded to Havana, and having plenty of money, indulged freely in liquor, over-talked themselves, were arrested, tried, and executed for murder.

Another slaver whose career was famous was the brig "Echo", built at Baltimore in 1854; she measured 230 tons register, and was rated 1 1-2. After several successful negro-smuggling voyages, she was finally seized, brought into Charleston, S. C., and condemned.

When the Civil war broke out the "Echo" was fitted out as a privateer and re-named "Jefferson Davis", receiving from the President of the Confederate States her commission to "sink, burn and destroy" ships of the United States.

She was commanded by Captain Louis M. Coxetter, Lieutenants Postell and Stewart, Surgeon Babcock, Captain of Marines Sanfrau, four prize masters, and a crew of seventy men. Her armament consisted of four waist guns, two eighteen pounders, two twelve pounders, and a pivot eighteen pounder. Although the "Jefferson Davis" had but a short career, she caused much damage to our merchant marine, capturing and burning no less than eight vessels, until August 16th, 1861, when attempting to enter the harbor of St. Augustine, Fla., in a gale, she struck on the bar and became a total loss.

In Frank Leslie's Illustrated Weekly for June 23d, 1860, there is the following interesting account of the capture, red-handed, of various slavers:

## "CAPTURE OF THE SLAVE VESSELS AND THEIR CARGOES.

"Our cruisers have been very successful of late in the search after the slavers which infest the Cuban coast, and have already captured three vessels with over one thousand five hundred negroes. The prizes were all taken to Key West and their cargoes landed. Such an accession to the population of that place caused the authorities no little trouble to provide suitable accommodations for them. But by activity and energy, and by calling forth every available resource, in a few days all were comfortably though roughly housed.

"On the morning of the 9th of May, while the U.S. steam sloop 'Wyandotte' was on her course for the south side of Cuba, a bark was discovered standing in shore with all sail set to a light breeze. Chase was immediately commenced and continued for four hours, when the wind dying away and the steamer gaining rapidly on the bark, the latter, mistaking the 'Wyandotte' for a Spanish coasting steamer, tacked and boldly stood out from land. About eleven A. M., the 'Wyandotte' being within speaking distance of the bark, Captain Stanley hailed her in Spanish, asking what vessel it was, and received in reply, 'American', spoken in good English. He then ordered her to show her colors, which she did by hoisting the American flag. An officer was then sent on board, and she was found to be the American bark 'Williams', Captain Simms, apparently engaged in lawful trade, as there were no visible signs of negroes being on board. But on lifting the tarpaulins with which the hatches were covered, the woolly heads of a number of negroes were immediately thrust up in bold relief to the light, causing the boarding party, in the excitement of the moment, to give three cheers, which was answered by those on board the 'Wyandotte'. Lieutenants Read and Eggleston and a prize crew of nineteen sailors and marines were then placed on board, and the officers, crew and passengers of the bark taken on board the 'Wyandotte' and the prize towed to Key West.

"The poor Africans were conveyed from the bark in

carts and taken at once to their temporary quarters, where every care was taken to provide for their cleanliness and comfort.

“The number of Africans originally taken on board the ‘Williams’ at the Congo River is variously stated. The American captain says there were only six hundred and sixty-four received, while other and perhaps more correct accounts state the number to have been seven hundred and fifty. If this be true, the mortality among them has been very great, for there were but five hundred and forty-six Africans on board when captured, thus leaving two hundred and four to be accounted for. To this latter number must be added the six found dead on board (said to have been killed by the crew in preserving silence and preventing detection before being boarded by captors), and the thirty-three who died on the passage to Key West—making a total of two hundred and forty-three deaths.

“The treatment they received on board this vessel bears no comparison with that given to those on board the ‘Wildfire’. The vessel was found to be in a filthy condition and the living freight uncared for.

“The prisoners have been confined in jail, and are undergoing an examination before Commissioner Bethel.”

Among other well-known slavers at this period were the barque “Wildfire”; Spanish barque “Cora”, formerly the clipper ship “Gazelle”, condemned and sold in China in the early 1850’s; barque “Isla de Cuba”. Quite by accident the author has discovered that the last named vessel is believed to have been the ship “Tonquin”, at one time partially owned by his great-grandfather, Josiah Bradlee of Boston. In 1850 the “Tonquin” had been sent out to San Francisco with a cargo of small portable houses, made in sections for rapid erection in the mining districts. She went into the harbor of San Francisco on a full tide, there were then very few, if any, reliable charts of the coast of California; the tide fell, the “Tonquin” grounded on her own anchors, was badly damaged, condemned and sold, and eventually became a slaver.

In its last days the slave smuggling trade became a highly organized modern business; in fact John R. Spears,

in his "American Slave Trade", quotes (pp. 197-198) a letter from the notorious Charles A. L. Lamar, owner of the previously mentioned "Wanderer", to Thomas Barrett of Augusta, Georgia, May 24th, 1858, in which he explains his plans for the formation of a stock company which was to employ a steamer instead of sailing vessels:

"I have in contemplation, if I can raise the necessary amount of money, the fitting out of an expedition to go to the coast of Africa for a cargo of African apprentices, *to be bound for the term of their natural lives*, and would like your co-operation. No subscription will be received for a less amount than \$5,000. The amount to be raised is \$300,000. I will take \$20,000 of the stock myself.

"I propose to purchase the 'Vigo',\* an iron screw steamer of 1750 tons, now in Liverpool, for sale at £30,000 cash. She cost £75,000. G. B. Lamar can give you a description of her. . . .

"She is as good as new, save her boilers, and they can be used for several months. If I can buy her I will put six Paixhan guns on deck and man her with as good men as can be found in the South. The fighting men will all be stockholders and *gentlemen*, some of whom are known to you, if not personally, by reputation.

"My estimate runs thus:

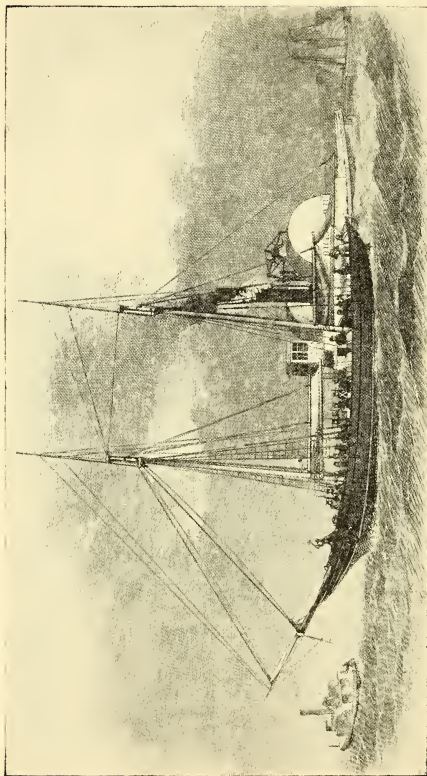
Steamer, \$150,000; repairs, guns, small arms, coal,	
etc., \$50,000, . . . . .	\$200,000
Supplies, \$25,000; money for purchase of cargo,	
\$75,000, . . . . .	100,000
	<hr/>
	\$300,000

" . . . The 'Vigo' can bring 2000 with ease and comfort, and I apprehend no difficulty or risk, save shipwreck, and that you can insure against. I can get one of the first lieutenants in the navy to go out in command . . . but I would not propose to fight; for the 'Vigo' can steam 11 knots, which would put us out of the way of any of the cruisers."

\*The "Vigo" was originally built by Laird Bros. of Liverpool in 1855 for the French Franco-American line. When they failed in 1858 she had been bought by the well-known Inman line running from Liverpool to New York.







SCHOONER "FALMOUTH"

Built about 1856, and was at one time rigged as a brig. She landed several "cargoes" of slaves at various points on the southern coast in the late 50's

From a sketch in the collection of F. B. C. Bradley

Although this charming scheme did not materialize, it is known that other steamers were employed in the slave trade, for the Boston *Transcript* for February 17th, 1860 contained the following news item concerning them:

"Havana correspondents report two steamers, named the 'Marquis de la Habana'\* and the 'Democrata', about to sail for the Congo river. They belong to Marby, Bustamente and Co., and have been fitted up openly. . . . If they succeed, the number of steam slavers will be increased forthwith. . . ."

After the Civil war broke out the smuggling of negroes into the United States naturally came to an end, although a few cargoes of blacks were brought to the island of Cuba by the following American vessels:

1861—Barque "Storm King" of Baltimore, 650 slaves.

1862—Ship "Ocilla" of Mystic, Conn.

1864—Ship "Huntress" of New York.

The last gasp of the abominable, illicit slave traffic may be said to have taken place when Captain Nathaniel Gordon, of Portland, Maine, the well known commander of slave ships, was tried and executed in New York City. His indictment has already been referred to, but as he was the only slaver who ever suffered the death penalty, and his execution meant the end of an ignoble traffic which disgraced the United States, it deserves to be chronicled with some degree of minuteness.

The story of his trial is taken from the now rare files of the old New York Illustrated News.

The "Erie", Captain Gordon's vessel, was a small full-rigged ship of 476 tons, built at Warren, R. I., in 1849, but registered from the port of New York.

\*The steamer "Marquis de la Habana", as previously mentioned, was chartered later in 1860 by the Mexican General Miramon and a party of his followers to convey them to Vera Cruz, where they hoped to stir up one of the many revolutions common to that country. The scheme was a failure, and to recoup themselves these villains were about to seize one of the California gold steamers when their plot was nipped in the bud by Commander Jarvis in the U. S. S. "Saratoga." The "Marquis de la Habana" therefore became the only steam pirate of which there is any record. She afterwards was taken into the Confederate navy as the "McRae", and is not to be confounded with another steamer "Habana" that before the Civil war plied between New Orleans and Havana and was changed into the well-known Confederate cruiser "Sumter", commanded by Captain Raphael Semmes, C. S. N.

“March 8, 1862.

“Execution of Captain Nathaniel Gordon, the Slaver.

“Captain Nathaniel Gordon, the convicted slaver, a native of Portland, Maine, was a man of slender build, about five feet six inches in height, of dark complexion, with dark whiskers and penetrating eyes, and at the time of his death was about thirty-five years of age. From his youth up he had been a sailor, in various capacities, beginning as a cabin boy, and working himself up to the position of captain. His mother is still living, and is an exemplary member of the Presbyterian Church in the city of Portland.

“He made four voyages to the coast of Africa, for negroes to be sold as slaves. Two of these voyages were successful, the negroes having been landed on the Island of Cuba. A third voyage was only partially successful, the negroes having been landed at a Brazilian port.

“His fourth voyage as a slaver was on board the ship ‘Erie’, with which he, his two mates and crew, were captured on the African coast, off the Congo River, by the United States steam sloop of war ‘Mohican’, of the African squadron. When the ‘Erie’ was boarded the United States officers found a cargo of 967 negroes, consisting of men, women and children.

“Immediately after the capture a prize crew was put on board the ‘Erie’, under command of a lieutenant and a midshipman, and the ship was headed for Monrovia. On the passage thither three hundred of the negroes died and were buried at sea. On their arrival at Monrovia the negroes were duly handed over to the agent of the United States government at that point, and set free under the civilizing influences and institutions of the Liberian Republic.

“The crew of the ‘Erie’ was taken on board the ‘Mohican’ to fill the places of the United States sailors who had been transferred to the prize ship ‘Erie’, and Capt. Gordon, with his two mates, were sent on to New York by the ‘Erie’ after landing the negroes as stated.

“The ‘Erie’ had previously been to Liverpool, from which port she took a cargo to Havana, Cuba. There she changed hands, and there Captain Gordon took charge of

her and superintended her fitting out for the slave voyage in which she was engaged at the time of her capture.

“About the time of the arrival of the ‘Erie’ at this port with the prisoners, the rebellion broke out, and, as it was progressing, the lieutenant prize master turned out to be a secessionist, and, in order to identify himself more fully with the cause of the Confederacy, left for the South. This step on the part of the lieutenant bereft the government of the necessary testimony for the trial of Gordon.

“The U. S. marshal, preparatory to the trial of Captain Gordon, struck a panel of jurors from Columbia county. To this panel Gordon, through his counsel, objected, on the ground that the clerk of the U. S. Circuit Court had not served the marshal with a certified copy, in accordance with the statute, and the court sustained the objection. Had Gordon submitted himself to a trial at that time, his acquittal would have been certain, as the government had not the evidence to convict him.

The trial was postponed, and when Gordon again came into court a new jury had been impaneled, which he nearly exhausted by the pre-emptory challenges, and a number for cause, before a jury for the trial had been selected. This jury the marshal kept together until the trial was concluded.

“Previous, however, to the last trial, the ships of the African squadron had been ordered home by the Secretary of the Navy, and the marshal boarded each of them at New York, Philadelphia, Boston, and Portsmouth, N. H., respectively.

“On board the ‘Michigan’, at Boston, he found four sailors who had belonged to the crew of the ‘Erie’ at the time of her capture, and they were brought on to this city as witnesses, and on their testimony Gordon was convicted.

“When first arrested, Gordon was lodged in Eldridge street jail, and he was possessed of about \$5,000. On one occasion he paid the sum of \$50 for the fond privilege of a parole to enable him to live with his family in Brooklyn for a few days.



“Since the President’s respite the prisoner has been fed at the private expense of the marshal.

“A handbill having reference to the execution of Capt. Gordon was seen posted about the streets on Thursday morning. It was worded as follows, and purported to have been signed by Mayor Opdyke, which was not the case :

‘Citizens of New York come to the rescue! Shall a judicial murder be committed in your midst, and no protesting voices be raised against it? Captain Nathaniel Gordon is sentenced to be executed for a crime which has virtually been a dead letter for forty years.’

“Then followed a call for a meeting at the Exchange, at 3 o’clock P. M., of all in favor of a commutation of the death penalty. On learning the fact, Inspector Carpenter\* telegraphed to all the police captains to send out men to tear down the posters and to arrest any who might be found putting any of them up.

“At an early hour in the forenoon of Thursday, Mr. Murray received the following letter protesting against the execution of Gordon :

‘New York, Feb. 19, 1862.

‘Sir: If you have any regard for yourself, your family, or your reputation, you will not hang that man Gordon, for it will be nothing short of murder, and the stigma of it will stick while you live. Resign sooner, by all means, a thousand times over. Do not commit murder. Cut your right arm off first. Yours respectfully,

Wm. Noble.

“Gordon was almost constantly attended during his imprisonment by his wife and child. Mrs. Gordon has been permitted to remain with him whenever she chose, and her attendance has been unremitting. She is a native of Nova Scotia, about twenty-five years of age, slight but well built, and of much personal beauty.

“She has resided in Brooklyn during most of the period of her husband’s imprisonment, in the family of a sea captain, who has interested himself somewhat for the comfort of Gordon himself. Mrs. Gordon has visited Washington several times, it is said, and for the last time

\*One of the high officials of the New York Metropolitan police.



no longer than last Friday. Her pecuniary means are derived exclusively from benevolent persons, who have supplied her with what she pressingly needed, and means of seeking a commutation of the death penalty in the case of her husband. Accompanied by the child (a fine boy of five or six years of age), she nobly devoted every hour at her command to Gordon's comfort and to his consolation. They have evidently been much attached to each other.

"Last evening the final parting scene occurred. Gordon did not entirely lose his self-possession, but the grief of Mrs. Gordon was of the most acute description. She was taken away at half-past six o'clock.

"After parting with his wife, Gordon was transferred to another cell, and his clothing thoroughly searched to prevent the possibility of any attempt at suicide. He then partook of some refreshments and lighted a cigar, and, calling for pen and ink, sat down to write letters. He thus passed the principal part of the night, up to about four o'clock.

"About four o'clock in the morning Gordon was discovered in convulsions, and a physician was sent for, who pronounced him suffering under the effects of a dose of poison. The prisoner afterwards admitted that he had taken a small powder which had been furnished him and which he had concealed in a crack under his bench.

"He continued in convulsions until about ten o'clock Friday morning, when the effects of the poison seemed to subside, and he rallied materially. About eleven o'clock he requested that a lock of his hair and a ring should be carried to his wife.

"At eleven o'clock a despatch was received from Judge Beebe, who had gone to Albany to see Governor Morgan, stating that after his interview the Governor had sent a telegraphic despatch to President Lincoln requesting a further respite for the prisoner.

"Inside the Tombs building, and at every entrance, a guard of marines were stationed with fixed bayonets. They had been detailed from the Marine Barracks, were under the command of Lieutenant Cohen, and numbered about eighty men. The special guard was composed of

the marshal's deputies, with some police captains. A guard of police was also stationed around the outside of the Tombs.

"The gallows was a new one, originally made for hanging the three murderers of Captain Pyke, of the ship 'General Parkhill', but not used, as the sentence of those men was commuted by the President to imprisonment for fifteen years.

"The hour of twelve was fixed for the execution. Over a hundred persons had been admitted to witness the scene, among whom were Marshal Keyes of Boston, several State Senators, and reporters of the press.

"Gordon was taken from his cell to the gallows at a quarter past twelve o'clock. He was supported by two of Marshal Murray's deputies. The marshal walked on his right. The appearance of Gordon's face was ghastly, his fear was extreme; but with that assumed stoicism which had distinguished him, he walked, or was rather carried, quickly to his place. He made no dying speech.

"As soon as the noose was adjusted the black cap was pulled over his face. The signal was at once made, and and in an instant he was dangling in the air. He died easily; but few convulsive motions were observed. He was dead in about five minutes from the time the rope was adjusted, but the body was allowed to remain half an hour, when his body was taken down and placed in a rough coffin, in which it will be delivered to his friends."

It was said that Gordon was at one time the possessor of over \$100,000, which sum he had accumulated in the slave trade, but the expenses, etc., of his trial swallowed up all his little fortune.

Great political influence was brought to bear on President Lincoln to commute his sentence. He had already once respited Gordon (see *Illustrated New York News*, February 22d, 1862), and the latter's friends were confident that he would not die on the gallows, but the President remained firm.

Thus did one wretched outrager of humanity pay for centuries of misery and suffering which bare words cannot describe.

## FORTY YEARS AGO IN SALEM.

EXTRACTS FROM THE DIARY OF FRANCIS H. LEE

*(Continued from Volume LIX, page 104.)*

Jan. 28th. Called at Mr. Bryant's in Carpenter street and saw portraits of Mr. Bryant's father and mother and of Mrs. Bryant's mother and two of her son Watson Bryant, all taken by Mr. Southard, besides other fancy pictures of his. She gave me a framed certificate of the Mechanics' Association dated Oct. 1, 1817, which belonged to her father, also two old china cups and three little coins of no particular worth. She is going to look up some old papers and almanacs for me. This house was built about 70 years ago. Tonight the services of opening the new Washington Church begin. Dr. Bellows preaches. Rev. Batcheler and Israel and Messrs. Horton and O. W. Upham have gone on.

Jan. 30th. Called at Mrs. Narbonne's and left Old Naumkeag. Mrs. Narbonne went to school with a Miss Carlton in Union street, also to a Miss Mary Porter in building rear of Dr. Browne's shop. This lady afterwards married Seth Low and moved to Brooklyn. In the evening went to Josie's and saw Rose dressed for the party. Looked into the collection of china in the parlor. There are several old punch bowls, silver mugs of Joseph and William Cabot, a Washington Lafayette pitcher made to commemorate his visit here in 1824. There is a great deal of interesting china in their china closet.

Jan. 31st. Went to the Institute and looked over the portraits in the Antique room. Into the picture room of the successor of Grindall and purchased a very large photograph of the South Church, framed, for \$2.00, which is very cheap and about what the frame is worth. This picture was taken several years ago by Bowdoin. Called on Curwen and saw his china all newly arranged, with a glass diamond door, making the corner of the room look very attractive.

Feb. 1st. This morning the snow lies probably two feet on a level, and in drifts I have seen it nearly six feet

high, as in many places on the north side of Essex street. There has been not so much snow at the East, as the storm has not yet reached there, so that most of the trains from that quarter came in during the morning, but towards Chelsea a train with snow plough and two engines got off the track, thereby delaying the mails and obliging the trains to come down later via the Saugus branch. We didn't receive our Boston paper till about three o'clock. It continued to snow lightly during the day and into the night.

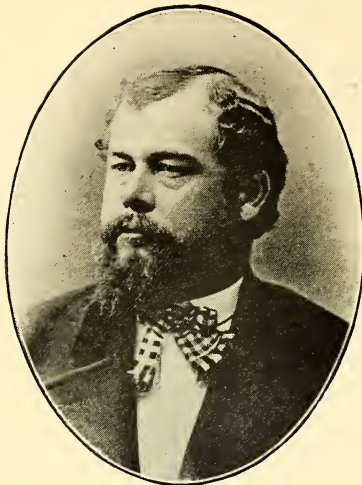
Feb. 2nd. In Boston. Saw an interesting collection of charcoal landscapes by Mr. Key. Called on Mr. Staigg and showed the copies of portraits of Timothy Orne and wife and T. O.'s mother. He was quite pleased with the portraits of Rebecca Taylor, which he offered to copy for \$500, but I wished to have it done for \$50. He has an interesting portrait just finished of Mr. Francis of Lowell, who has been supt. of Locks and Canals for so many years. Called on the brother of Rev. Wm. Cook and saw journals kept by his father whilst commanding vessels, an old wooden spoon he had carved, his portrait taken on glass in France, an interesting old desk and drawers. He gave me a funny picture of "The death of Harrison", a printed sermon of Rev. Wm. Cook, a pamphlet history of Danvers, and another pamphlet. He is to look up some old papers.

Feb. 3rd. Called on Mr. W. H. Foster after dinner. Mr. Israel had just brought him a photograph of Mr. Mickle of Baltimore, the oldest Bank officer in the country, having entered the ranks in 1819. Mr. Foster in 1824. Mr. Foster gave me his photograph, his birthday being, like mine, on Dec. 23rd, and I understand Annie West's is the same day. He showed me a snuff box of lacquered wood, with portraits of Josephine and Napoleon on the cover, also a cane made of the wood of the Wm. Penn house in Philadelphia, which was being pulled down in 1867 when he happened to be there, a pair of pitchers of light brown ground covered with pictures, another tall slim pitcher with cover, and several plates.

*(To be continued)*







CAPT. JOHN C. POND  
1839 - 1887



CAPT. JOHN BERTRAM  
1796 - 1882



CAPT. WILLIAM A. PETERSON  
1836 - 1888



CAPT. CHARLES O. WELCH  
1843 - 1880

## SALEM VESSELS AND THEIR VOYAGES.

### THE BARQUE "GLIDE." AND SOME ACCOUNT OF THE AFRICAN TRADE.

(Continued from Volume LIX, page 216.)

BY GEORGE GRANVILLE PUTNAM.

Additional members of the crew were Charles Whitehouse, 14, now and for many years a signal towerman in the employ of the old Eastern and Boston & Maine Railroad at the Norman-Washington street crossing, Salem; Richard Kiernan, Salem, 18; Stephen Curtis, Jr., Salem, 19; Daniel O'Neil, New York, 32; William King, Philadelphia, 30. Thomas Edwards, Birmingham, Eng., 24, was shipped at Zanzibar.

The *Sachem* sailed on her next voyage from Salem Oct. 24, 1869, John Kerivan, master, for Zanzibar. Captain Kerivan died at Zanzibar April 3, 1870, and the vessel returned to Boston under command of the mate, Captain William A. Peterson. Captain Peterson afterwards commanded the barque *Essex*, owned by Captain Bertram, in the same trade.

#### TENTH VOYAGE.

The *Glide* sailed from Salem June 2, 1870, for Boston, and arrived there the same day. Captain James S. Williams of Salem, having arrived home after being wrecked in the *Jersey*, was given command. The vessel sailed from Boston June 13, 1870, for Zanzibar. Arrived at Zanzibar Oct. 6; arrived at Muscat Nov. 22; sailed from Muscat Feb. 1 for Zanzibar, and from Zanzibar March 3 for Boston; passed Cape Good Hope April 9; crossed the Equator May 3, in longitude 34 W., and arrived at Boston May 25, 1871. Passenger, Henry Curwen of Salem. Voyage, eleven months and twelve days.

#### ELEVENTH VOYAGE.

Sailed from Boston June 14, 1871, James S. Williams, master, for the East Indies. Arrived at Tamatave Oct. 10, and then went to Zanzibar. Sailed for Boston Nov. 18. On the passage home the *Glide* was destined to get the hammering of her life. She passed Cape Good Hope Dec.

27, and crossed the Equator Jan. 28. On Feb. 15, in the North Atlantic, began a succession of gales which continued all the way to port. March 2, latitude 34.51 N., longitude 70.13 W., experienced a terrific gale from south to northwest, barometer at 29.08, with cross seas. The *Glide* was put under half of lower maintopsail and half of mizzen staysail, and shipped two heavy seas, which stove after house and lee bulwarks. After struggling nearly a month under such adverse conditions and with little hope of the weather improving, Captain Williams determined to lay his course for New York, and he arrived there March 25, 1872. Voyage: nine months and eleven days.

Passengers, Captain and Mrs. Francis R. Webb and two children of Salem.

J. Frank Stickney, now residing at Salem Willows, was a boy on the *Glide* on this voyage. Returning to Salem from New York, he went into Captain Bertram's office for his pay, and the late Captain Nathan H. Millett, confidential clerk, asked him if he would like to make a trip in the *Taria Topan*, which was fitting for sea. Frank gladly accepted the chance, and at once signed the shipping articles. William Hollingsworth Hathorne was master of the *Taria Topan*, and J. Warren Luscomb mate. The latter was later master of the barque. The *Taria Topan* sailed from Boston May 20, 1872, visited Aden, Muscat, and Zanzibar, and arrived back at Boston March 13, 1873.

#### TWELFTH VOYAGE.

The *Glide* sailed from New York April 13, 1872, for East Coast of Africa ports, under command of Captain Stephen Cloutman, who had sailed in command of other vessels owned by Captain Bertram. She arrived at Mozambique July 1, 79 days' passage. Sailed Sept. 28 for Zanzibar, where she finished loading, and sailed for home Oct. 24. Arrived at Boston Jan. 15, 1873, in 83 days' passage. Voyage, nine months and two days.

Charles I. Shepard of Fresno, California, communicates to the writer the following information: "Ernest D. Lord, who was a boy on the *Glide* on her sixth voyage, lived on Pleasant street. His father was a member of a firm of stone cutters in Salem. After this voyage in the *Glide*, Ernest sailed two or three times with Captain John C.

Pond. He then gave up the sea and went to Milwaukee, thinking that it was better to do it then instead of later. But his first love for the sea returned, and he again tried it, and one day he showed up in Salem and told me that he was going second mate of the *Glide* the next day. A few days out the mate was lost overboard and Ernest was promoted. The vessel visited Muscat and Aden, and at one of those places he was taken sick with dysentery and died suddenly. He was a fine fellow and we were intimate friends. He was a Phillips school boy."

#### THIRTEENTH VOYAGE.

Sailed from Boston Feb. 8, 1873, Stephen Cloutman, master, for Zanzibar. Arrived at Zanzibar April 22, 73 days' passage, and sailed May 3 for Aden, where she arrived May 3. Loaded at Aden and sailed June 1 for Boston. Arrived at Boston Sept. 16, 1873, in 117 days, and concluding the voyage in the unusually quick time of seven months and eight days.

#### FOURTEENTH VOYAGE.

Sailed from Boston Jan. 16, 1874, Stephen Cloutman, master, for Zanzibar. Arrived at Tamatave, Madagascar, April 5, 79 days' passage, and at Zanzibar April 30. Arrived at Aden May 29, from Zanzibar. Returned to Zanzibar and sailed for home July 10. Passed Cape Good Hope Aug. 14, St. Helena Aug. 23, and arrived at Boston Oct. 10, 89 days' passage. Voyage, eight months and twenty-four days.

Passengers from Boston for Zanzibar, J. Orne Rider of Salem and Augustin Sparhawk of Boston.

#### FIFTEENTH VOYAGE.

Sailed from Boston Jan. 10, 1875, with a new master in charge, Captain Nathan A. Batchelder, for Zanzibar and a market. Arrived at Tamatave, Madagascar, April 5, 85 days passage. The following is taken from the journal kept by Capt. Batchelder :

Jan. 18, 1875—Big run 232 miles this 24 hours. Strong wind from W. S. W. till 8 A. M., then hauling to W. N. W., and squally and rainy and lightning. Passed two sail. Lat. 32.56 N., longitude 30.08 W. Crossed the



Equator Feb. 8, in lon. 29.27 W., 28 days from Nantasket Roads; March 9, at 9 A.M., sighted Tristan d'Acunha group of islands; March 20, lat. 37.50 S., lon. 27.42 W., took in topgallant sails, very heavy easterly sea on, took in main topgallant sail, first time since leaving Boston; April 4, dirty, inky-looking weather, heavy thunder and continuous sharp lightning, heavy squalls of rain, and no moon to cheer us; April 5, arrived at Tamatave, Madagascar, 85 days from Boston.

April 30, sailed from Tamatave for Aden, and arrived there May 21, 20 days' passage, and having had no current either way since leaving Cape Guardefie. June 8, sailed from Aden for Zanzibar, and anchored off the town in eight fathoms, 29 days' passage. July 13, civil time, sailed from Zanzibar for Boston, and arrived in 93 days' passage—12 from Cape Good Hope to St. Helena, 24 from the Cape to the Line, 51 from the Cape to Boston, and 27 from the Line to Boston. Was 16 days in Gulf Stream, with strong gales.

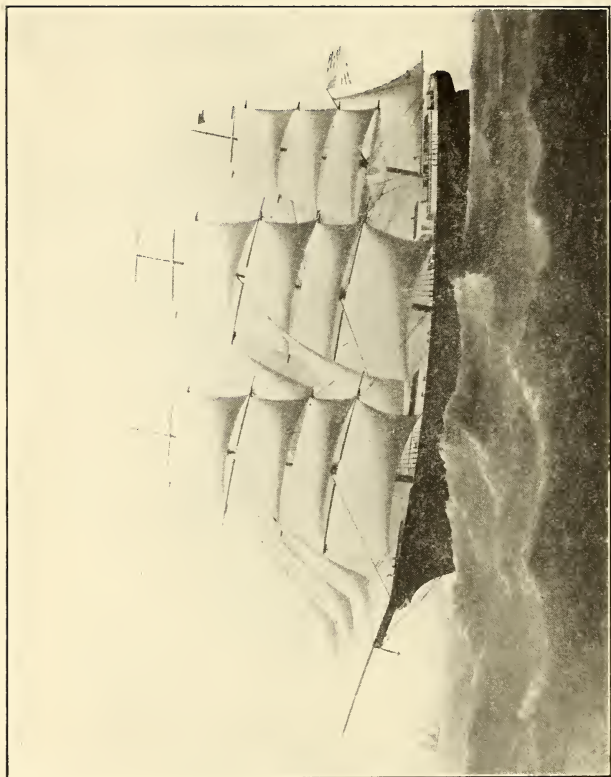
#### SIXTEENTH VOYAGE.

Sailed from Boston Nov. 12, 1875, sea time; discharged pilot at 12.30; Highland Light, Cape Cod, bore N. W. by W. 1-2 W., 15 miles, at 4.30 P. M., with good breeze from N. W.; Nathan A. Bachelder, master, Edward B. Trumbull, mate, for Zanzibar and a market. Nov. 30, at 3.30, spoke brig *C. S. Packard*, 28 days from Savannah, Ga., for Buenos Ayres, his longitude being 39.25, and mine 39.26. Crossed the Equator Dec. 11, longitude 34.38 W., 30 days from Boston. Dec. 31, Tristan d'Acunha in sight, at 7 A. M., passed it at noon and saw the town, and a barque was standing off and on. Now 51 days from Boston. Jan. 30, still going ahead through God's goodness, all well, wind keeping up all night, and at 10 A. M. entered the harbor of Tamatave, 79 days and 22 hours from Boston.

Sailed from Tamatave Feb. 16, sea time, for Zanzibar, and arrived there in 14 days' passage. Lay there 12 days. Sailed March 14 for Aden, sea time, and arrived April 9, 25 days' passage. Sailed April 16 for Zanzibar, arrived May 14, and sailed May 18 for Boston. Passed Cape







SHIP HIGHLANDER. SAMUEL J. FOSTER, MASTER.  
B. W. Stone & Brothers, owners. From the painting by a Chinese artist in possession of the  
Peabody Museum.

Good Hope June 24, 37 days out; was 27 days from the Cape to the Equator, which was crossed July 21 in longitude 34.21 west, and arrived at Boston Aug. 16, 1876, at noon, 90 days' passage, and beating the barque *Taria Topan*, Captain William Beadle, which arrived the same day from Zanzibar, by 38 days. Voyage, six months and three days.

Leonard A. Bachelder, son of Captain Bachelder, was a passenger on the outward passage, and is now a resident of Auckland, N. Z., where he has lived several years, and has been United States consul.

Captain Bachelder did not again command the *Glide*, but he and his first officer, Edward B. Trumbull, who had made two previous voyages as second mate of the *Glide*, were transferred to the barque *Taria Topan*. Captain Bachelder commanded the *T. T.* nine voyages, and was succeeded by Captain Trumbull, who was mate of her with Captain Bachelder nine voyages, and then master of her seven voyages, when he retired from the sea, having made in all twenty-two voyages to sea. Captain Bachelder died Sept. 2, 1903.

One afternoon in the month of July, 1899, the writer, realizing that a fund of adventure and romance is locked up in the breasts of Salem shipmasters, that would prove a valuable contribution to the commercial history of Salem, if such men could only be induced to tell of their adventures by sea and land, called upon Captain Bachelder at his home in Salem on Ocean avenue. Captain Bachelder, always a gentleman, at first disliked to talk for publication, fearing too frequent use of the first personal pronoun, but finally consented, and the writer took full notes for this sketch.

When it is remembered that many of the voyages here to be related were made before the days of the telegraph, and even previous to the establishment of courts of law, and of banks even in many places, the story is most remarkable as showing the handicapped circumstances under which these men labored.

The writer, as he sat in a comfortable chair in the captain's home, learned the following interesting story of the captain's life :

Captain Bachelder was born in Salem, September 3, 1821, and was the son of Joshua and Margaret (Aborn) Bachelder. His father came from Loudon, N. H., to Salem, where he became a farmer and contractor, and his mother was born in Peabody. The couple had seven children, of whom Nathan A. was the eldest.

On March 10, 1831, Nathan A., the subject of this sketch, entered the private school of Master Samuel H. Archer, on what is now known as Odell Hill, and the school building is still standing. It was a famous school of its time, and young Bachelder studied there five years.

On leaving school he obtained, through the recommendation of Master Archer, a position in the hardware store of Stickney & Hale, the junior member of the firm being the father of Col. Henry A. Hale. At the end of two years he severed his connection with the firm to enter upon a seafaring life. And just here is where our story begins.

"Three days after leaving Messrs. Stickney & Hale," said Captain Bachelder, "I was on the ocean, as a boy before the mast, on board the ship *William and Henry*, commanded by Captain Charles Fabens of Salem, and bound from Salem for Zanzibar, Africa, Madagascar and Bombay. Being a boy, very anxious to go to sea, and fearful of losing my chance, I ran all the way from my home to the end of Derby wharf, and was there several hours before the ship started. The next day at sea, terribly seasick, I would have run as fast to the westward if I could only have got my feet on dry land. The ship sailed on July 3, 1838, and returned to Salem after a voyage of fourteen months, with a cargo of gum copal, dates, etc. Captain Fabens took great pride in his ship. She had three standing skysail yards, having eight feet hoist, which was quite remarkable for a ship of 280 tons.

"I sailed again in the same ship, as captain's clerk and before the mast, but living in the cabin. The commander was John Francis of Salem, and the ship was bound to the coast of Sumatra. Her cargo consisted of bales of cotton cloth and gunpowder in kegs for the natives, and \$30,000 in specie. Arriving on the coast of Sumatra the

ship took on board a full cargo of pepper in bulk, pouring it down the ship's hatches until the hold was filled. Then thirty large casks were filled as a deckload. After leaving the coast, sailing across the Indian ocean, nearing the island of Madagascar, the cargo settled so much that all the deckload was poured below the hatches. We arrived in Salem after a year's voyage.

"These voyages were eventful, often extremely hazardous, as the captain, clerk and two seamen were obliged to go on shore to weigh the cargo, which was transported to the ship in native boats, owing to the dangerous surf which continually rolled on the beach. On the island we were continually at the mercy of the Malays. Several of the Salem ships in this trade had been cut off, the captain and part of the crew murdered, because of difference of method in settling for the cargo.

"Around the scales, when the weighing began, was the Wall street of Sumatra, farmers bringing in their lots of pepper to be weighed and waiting for their returns, discussing the ship and her crew, the quality of goods, etc., the rich and poor mingling together and enjoying the cockfight, which seemed to be their principal amusement. We were dependent on the Malays to take us on board, as no ship's boat could live in such a heavy surf. When night came we were all glad to reach the ship, out of sight of the glistening knives, as every Malay carried something sharp.

"The owner, Mr. Pingree, on our arrival home, kindly offered me a similar position on the *Caroline Augusta*, Captain Putnam, on a Sumatra voyage, but not liking the trade, I declined the position.

"I sailed on my next voyage in the good barque *Cynthia*, Captain Emery Johnson, from Salem for China, with a cargo of naval stores and 12,000 Spanish and Mexican silver dollars. The specie was in kegs and was stowed in the stern of the ship, behind a one-inch board partition. All of the crew, with the exception of two, were Salem boys, and no anxiety was ever expressed on board regarding the money. Underwriters would hardly take the risk, nowadays, of shipping such a large amount of money with so little security. Letters of credit and bills of ex-



change were not then common, and the world was very wide. The first port was Batavia, next Manila, lying at each port about thirty days, sailing then for Whampoo, China, and remaining there six months. Captain Johnson purchased there a cargo of tea for the ship and another for the *Thomas Perkins*, returning to New York after a voyage of eighteen months. The only living members of this ship's company are Thomas Perkins, Esq. (captain's clerk), of Salem, and myself. The *Cynthia* and the *William and Henry* were both owned by David Pingree, Esq.

"My next voyage was made in the good ship *Forrester*, owned by Captain William B. Parker, from Salem for Charleston, S. C. Shortly after arriving at Charleston a Newburyport ship, the *Ilzaid*, Captain Thayer of Marblehead, came in, wanting a second officer, and I, being highly recommended, was offered the position. I gladly accepted it. The ship was bound to Liverpool and Boston. The voyage lasted four months. I remained by the ship in Boston, and started from there in her for Madras and Calcutta, the chief mate being Frank Allen of Salem, brother of Captain Charles H. Allen of this city. Mr. Allen was afterwards lost at sea on a voyage across the Atlantic, while first officer of the ship *Celestial*, owned by A. A. Low & Co. of New York, the great importers. He was knocked overboard by the bellying of the spanker, of which he was superintending the reefing.

"When fourteen days out, just after taking the N. E. trades in the North Atlantic, some one on deck sang out, 'Sail ho!' Soon two vessels were discovered, heading right for us, and both flying the French flag. One was a battleship and the other a frigate. As they drew near both ships backed their topsails, and the *Ilzaid* did the same. A boat was lowered from the battleship and came alongside our ship. A lieutenant was in charge, who, on reaching the deck, informed the captain that they were from Rio Janeiro for Marseilles, with Prince de Joinville and his wife, the latter the daughter of the Emperor of Brazil, on board. Asking the *Ilzaid's* captain to accept a basket of champagne with the prince's compliments, he said that if Captain Thayer had any papers to spare, they would be very acceptable.

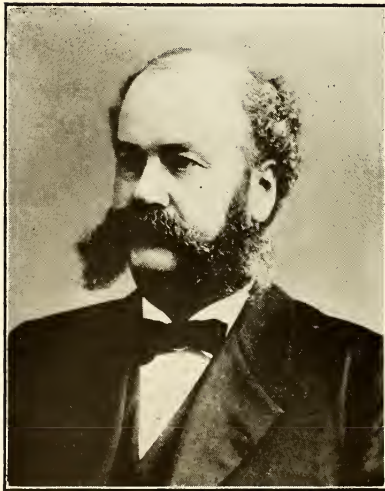




CAPT. JOHN McMULLAN  
1830 - 1865



CAPT. FRANCIS R. WEBB  
1833 - 1892



CAPT. WILLIAM BEADLE  
1841 - 1912



CAPT. SAMUEL A. LORD  
1835 - 1891

“It must be remembered that this was fifty-four years ago. News in foreign ports was scarce, no telegraph cables ran across the great ocean, very few mail steamers were afloat, and almost all the news was carried by sailing ships, and to obtain a bundle of papers on the ocean was a great treat.

“On the *Ilzaid* as passengers were three young men from Boston, going out to buy cargo, and a French doctor, who acted as an interpreter, making it very pleasant for both parties. The French band on the big ship serenaded the Americans with excellent music. It was a bright hour in the trip, and one never to be forgotten. This same frigate brought Napoleon’s remains from St. Helena to France. Our companionship lasted about an hour, and then the ships parted company, steering opposite courses, and were soon out of sight. The *Ilzaid* proceeded to Calcutta, loaded a full cargo, and returned to Boston, completing the voyage in about a year.

“Next voyage I sailed as second officer of the barque *Wm. Schroder*, owned by David Pingree, Esq., commanded by Captain Benjamin Jackson, bound from Salem for Zanzibar, Bombay and Muscat, receiving cargo at each port, and reaching Salem after a voyage of ten months, and bringing home two splendid Arabian horses in a house on the main hatch. They were a present from the Sultan of Zanzibar to the United States consul, the late Palmer Waters, who was a passenger from Zanzibar to Bombay. Two other gentlemen, since deceased, were also passengers from Muscat to Zanzibar—the late John C. Osgood and Samuel Masury of Salem, who were agents at Zanzibar for some of the Salem houses. The late Captain Waters and his son came home in the *Wm. Schroder* from Zanzibar.

“I sailed on my next voyage as chief officer of the barque *Galago*, owned by the Delanos of New York, and commanded by Captain Thomas Johnson of Salem, and bound from New York to Rio Janeiro. The vessel carried out flour and brought coffee home. Another voyage was made in the same vessel.

“I next joined the new barque *Angola*, building at Newburyport, by the famous shipbuilders, Currier &



Townsend. She was a beautiful vessel, a fast sailer, and having splendid accommodations. She was owned by Elbridge Kimball and Benjamin A. West. After being launched and rigged, she came to Salem to take in her cargo, consisting of print goods for the natives and naval stores, for a trading voyage to the Pacific.

“We arrived at Honolulu, Sandwich Islands, after a passage of one hundred and ten days from Salem. Discharging a part of her cargo, we sailed for Otaheite, one of the Society Islands. After a short stay there, the vessel sailed for Monterey, Cal., which was then under the Mexican flag. The commander of the *Angola* was Capt. Samuel Varney of Salem. The barque arrived at Monterey July 1, 1846. After being there a few days three American men-of-war arrived—the frigate *Savannah*, the sloop of war *Jamestown*, and one other ship, Commodore Sloat in charge. This was an unusual sight to an American sailor. One morning all was activity on the ships, boats lowered away, filled with marines and sailors, some two hundred in number, pulled on shore, landed, and formed in line, marching to the custom house, near which stood the flagstaff on which was flying the Mexican flag. At a given signal, this flag was hauled down and the Stars and Stripes hoisted in its place, and California was declared territory of the United States. An English three-deck line-of-battle ship, the *Collingwood*, came in a few days later, having been cruising around looking after the American fleet, but he was too late. History had already been made. This occurred July 7, 1846. Our Mexican custom house officers left suddenly for the shore, sorry over losing so nice a job. Across Monterey bay, at Santa Cruz, was a small saw mill, where Capt. Varney received on board a full cargo and deckload of the famous redwood, this being the region or section where these wonderful trees grow, resembling the cedar, and very fragrant, so strong that the insects would not attack and destroy it. It was much in favor at the Sandwich Islands for building purposes. The *Angola's* was the first large cargo shipped foreign from Monterey. The barque made the passage from Monterey to Honolulu in twelve or fifteen days, and discharged her cargo. She then sailed for Ranal,



another of the Sandwich islands, where the great northwest fleet of American whaleships called to recruit and replenish stores.

“Here was taken on board, from forty different ships, a full cargo of whalebone in bulk, something very rare. The bone was in slabs from eight to fourteen feet in length, and tied in bundles, which were weighed and marked with the ship’s name. Whalebone was then worth \$1 a pound, but it is now worth four times that amount. This was before the discovery of oil wells and the refining of kerosene. A large fleet of vessels was required to supply the demand for oil. This was a splendid cargo for the ship, for looking down the hatches it seemed all alive as it sprang up and down. Everything went well on the passage around Cape Horn, and the vessel arrived at Boston 116 days from the Sandwich Islands—a good passage.

“I sailed again in the *Angola*, as chief officer, from Boston for Liverpool, with grain in bulk. We had very rough weather going across in the month of March, and considerable cargo was damaged. However, it was all sold to the brewers, and in time converted into ale. All business finished, the *Angola* sailed from Liverpool for Boston, and reached home after a passage of about thirty days. I did not go on the *Angola* again, but on the next voyage, which was to the Pacific, she was sold to the Russian governor for a cruiser.

“On July 3, 1847, I sailed on my first voyage as master in the brig *John Dunlap*, from Salem, bound on a trading voyage to the Pacific. The brig was owned by Benjamin A. West and Elbridge Kimball. After being out a few days the copper started on the vessel’s bottom, and there was only one suit of sails on board, and they had been two voyages to the coast of Africa. This was discouraging for a Cape Horn trip, but we kept on, calling at the island of St. Catherine for wood and water. Off Cape Horn I experienced the worst weather I had ever met in my many voyages. It was not the fault of the vessel, for she was one of the best sea boats I had ever sailed, but with the copper started and poor sails, the craft could not carry any canvas. When it came on to blow we had to lower the sails, and with mittens on repair them. Owing

to this, the brig was off the Cape forty-two days, and reached the Society Islands 181 days from Salem, with only fifteen gallons of water on board. I remained there a short time and sold the cargo to good advantage, then sailed for the Sandwich Islands, where I learned of the discovery of gold in California a short time previous. I sold some cargo, coppered the vessel, obtained new sails, and started for San Francisco, arriving there about April 1, 1848, after a passage of seventeen days. The vessel sailed without a pilot, saving the \$5 per foot which many times afterwards I had to pay, passing the Golden Gate, running up the bay, and anchoring in a small cove in five fathoms of water, near Montgomery street. Where the anchor was dropped on that day now stand some of the finest blocks of San Francisco. The crew then looked in wonder on a city of tents and with only a few frame houses, lumber being worth \$200 a thousand feet. The balance of the cargo and the vessel were sold, taking my pay in gold dust on the best terms I could make, all the way from \$14.50 to \$16 per ounce, troy weight. This was the currency there. Just imagine being in a place with no courts through which a debt could be collected and no banks to deposit money. There were some people called bankers, though very few had confidence enough to make a deposit with them; and gambling houses with their doors wide open, with tables filled with piles of gold dust, a band of music in each end of the building to attract attention and to draw crowds from the outside.

“In San Francisco I found my old friend, Captain John Eagleston, who had arrived two months before in the brig *Mary Ellen*, the first vessel from Salem to pass the Golden Gate. Ours was the second. This was in April, 1849. After selling our vessel, and while waiting for the steamer to sail for home, we slept in the attic of a woman's house on our ship's mattresses, no bedstead, with twenty other occupants, paying \$1 a night for our lodging and \$3 a day for our board at a restaurant. The proceeds of the sale of the balance of our cargo and vessel we kept in a wooden box in our sea chests, with only a cheap iron lock to secure it. Of course we kept our eye on our treasure. After remaining in San Francisco three months, Captain

Eagleston and myself sailed for home in the first American steamer that ever sailed down the coast of California for Panama, three having just been built in New York by Howland & Aspinwall, to carry the mail and passengers from San Francisco to Panama. Their names were the *Panama*, *Oregon*, and *California*, each about 1000 tons burden. Our ship was the *Panama*, commanded by Capt. Bailey, one of the old New York packet captains. There being no insurance companies in San Francisco, and no way to insure the money unless we wrote our owners by this steamer, waiting for the steamer to follow two months later, we concluded to take the great risk ourselves, paying freight for the same on the steamer, to be deposited in the purser's safe. There was no railroad or telegraph across our country then.

"Very soon after sailing from San Francisco we found the discipline on board very bad. Among the passengers was a large number of broken-down gamblers, some of them leaving California for their country's good. The crew were greenhorns, and the officers were not much better. Nights, the quartermasters would sit down on camp stools, taking it easy while steering the ship. As passengers, besides ourselves, there were ten other captains, and we all sympathized with Captain Bailey. His duties were arduous. As things looked, for our own safety we formed a vigilance committee without advising the captain, dividing the watch between ourselves. One dark night, off the Gulf of California, just after we had turned in, both having the same stateroom, the steamer struck heavily on a shoal. We both started for the deck, at the same time thinking of the owner's money. Very soon all the passengers were on deck, steamer's engines reversed, and her headway stopped. For a moment or two there was silence, passengers holding their breath, not knowing what the next report would be. All of a sudden one of the gamblers on the forecastle sang out in a loud voice, 'Who discovered the western continent?' Another answered quickly, 'Captain Bailey,' our captain's name. On the strength of this joke the three hundred passengers on board grew more hopeful, and a loud shout went up from all hands, fore and aft. Pumps were sounded, but

the ship made no water, and we sailed on our course, reaching Panama after a passage of twenty days from San Francisco, having called at the most noted ports on the way. I could relate many stirring events on this ship, but the foregoing must suffice.

“The cost of the passage in these early days from New York to San Francisco, via the Isthmus of Panama, was \$440. This was years before the Panama railroad was built. The only safe conveyance across was on mules, and each passenger hired two, one for himself and the other for his luggage, the mule being the only sure-footed animal over the rough and rugged road, which was only a narrow depth or pathway over the mountains and through dense forests, and in the rainy season, with the mud knee deep in many places, it was rough travelling for man or beast. This road was the one built by Pizarro and his followers when they crossed from the Atlantic to the Pacific to conquer Peru. Several years later, after the railroad was built, I made the trip across to take charge of a ship at Panama. This was a delightful ride of only four hours, the foliage and the forests in all their tropical beauty made a sight to be admired.

“After crossing the Isthmus we took the steamer for New York, where we arrived after seven days, depositing our gold dust in the bank of America, on Wall street. We arrived home in Salem just one year from the day on which we sailed, bringing our own news, with the exception of a letter sent from the Island of St. Catharine, Brazil, where we stopped on the outward passage for water. Our gold dust was sent to the mint in Philadelphia, with insurance, over the road from New York to Philadelphia, which was the only insurance placed on it. For three weeks returns were made to the owners in Salem, in \$20 gold pieces, netting eleven per cent over the net amount due from the sale of vessel and cargo, proving that the gold dust we had received was well up to the standard.

“I started again on another voyage for San Francisco, in the brig *Fawn*, owned by Benjamin A. West and others, loaded with groceries and a deck load of lumber, on top of the latter being a schooner-rigged sailboat. We arrived



at San Francisco after a passage of 165 days, and sold cargo deliverable at Sacramento City at 130 per cent on the foot of the invoice. Brannan & Osborne were the purchasers, the junior member of the firm being J. Warren Osborne, a native of Salem, and a son of William Osborne, the stabler. Our schooner boat, which cost \$250, was sold for \$1,200. Returning home via steamer and the isthmus, we arrived after an absence of ten months.

“In recalling the voyage one pleasant incident looms up above all the other reminiscences of the outward passage. We were off the pitch of Cape Horn, 80 days from Salem, a long passage owing to heavy westerly gales, when we were cheered by a breeze from the east, an unusual occurrence in that region. While making the most of it with studding sails set, some one on deck sang out, ‘Sail ho!’ A large vessel was seen coming up right astern, and being a fast sailer, she was soon abreast of us. After the usual sea salutations, the captain informed me that he was from Liverpool bound for Valparaiso, having called at the Falkland Island for supplies, and, to our surprise, came the question, from a benevolent heart that even these dreary latitudes could not chill, ‘Would you like some fresh meat?’ Of course we readily answered, ‘Yes,’ and thanking him, yet inwardly asking, ‘How are we to get it?’ for neither of us wished to lose any time by stopping our headway. But the question was answered ere we thought it. Sailing his ship right ahead of ours, the captain paid out over the stern a small line with a piece of wood attached. As it came under our bow, providentially a long boathook was handy, with which we hauled the line up on deck, making fast our deep sea lead line (as we had been sounding) to the end. Then we paid out as they hauled it back on board the ship, bending on to our line a large package, throwing it over the stern into the sea, with the order to haul in. This we had to be very cautious in doing, as our vessels were going about six miles an hour. We hauled in the slack as fast as possible, at the same time luffing our vessels up, the foretopsail aback. When the strain came on the line we eased it away gradually, and as our vessel deadened her way, we

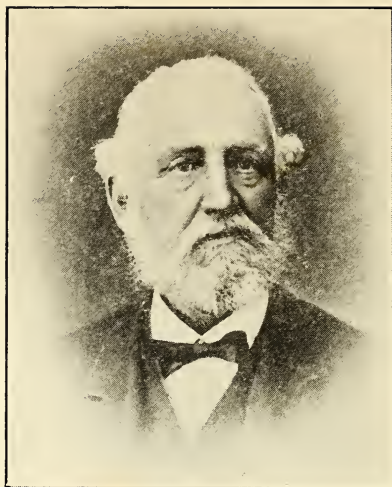


hauled it on board, and to our surprise found a quarter of beef and three ducks. The captain hove his vessel to, and when he found we had received it all right, kept away on his course. The weather being cold, this gave us "fresh" for the week. This was forty-eight years ago, when vessels were not supplied, as now, with fresh meat and vegetables. The captain was a whole-souled fellow and gave me his name and the name of his ship, but having lost my journal of that voyage, I cannot recall them.

"I sailed again for San Francisco in the new barque *Imaum*, named after the Imaum or King of Muscat, owned by Benjamin A. West and others. Upon arrival we found the market well stocked with merchandise. We remained in San Francisco seven months, peddling out our cargo. We then sailed from San Francisco for San Juan and Panama, with 140 passengers. After landing passengers, we started for home via Cape Horn, and arrived in Salem after a voyage of fifteen months.

"While laying at the wharf in San Francisco on this voyage the famous vigilance committee was formed there. A few energetic men, weary of the crimes daily committed and the injustice meted out by the courts to the public, rogues escaping who could bribe the administrators of the law, took the law into their own hands, and catching one of these desperadoes in the very act of theft, tried, condemned, and hanged him. Of course the officers of justice (?) arraigned these men, but a body of one hundred of the most respectable citizens signed their names as accessories to this deed, and from that day the rogues caught and brought before the vigilance committee felt that sure justice would be done. At the tap of the bell on the building used by the committee, five hundred men, armed with revolvers, instantly answered the summons, and no one but members was allowed entrance to the rooms. Through the sympathy of law-abiding citizens, two desperadoes, who had robbed and nearly killed a captain on shipboard, and committed other like deeds, yet running at large, were captured, brought before the vigilance tribunal, and condemned to death. Some traitor gave away the password of the day, while these two men were confined in the committee's room, and the rogues





CAPT. NATHAN A. BATCHELDER  
1821 - 1903



BARK IMAUM, BUILT IN 1850

Owned by Benjamin A. West and others. From an oil painting now in possession of Arthur W. West.

were taken out and carried to the city jail, and soldiers stationed on the roof of this one-story affair to repel any attempt by the committee to secure them again. All things were quiet for two days. On Sunday there was divine service at the jail, and when the congregation arose at prayer time, two men standing on each side of the prisoners led them quietly out of the door and into a coach which was waiting, and in less than half an hour those criminals were hanging by the neck from a beam projecting from the side of the vigilance committee building. So were the executors of the law outwitted, and the residents of San Francisco breathed freely for several months.

"I sailed on another voyage from Boston for San Francisco, in the barque *Wissicumcon*, which was previously commanded by the late Captain William Fabens of Marblehead, owned by John Bertram and others. The cargo in the lower hold was ice, and between decks freight. Arriving in the N. E. trades in the Pacific, the ice had melted so much that the vessel was very tender. However, fortune favored us, and we arrived at San Francisco after a passage of 165 days from Boston. In discharging the cargo we found that more than one-third of the ice had melted.

"I sailed from San Francisco for Peru, loading cargo at the Chincha Islands for Baltimore, and arriving there after a passage of 110 days. Here the vessel was sold.

"I then joined the ship *George Raynes*, named for her builder, a famous shipbuilder of that time, in Portsmouth, N. H., and owned by the late Captain John Bertram and others. She was a fine ship of 1400 tons. On my last voyage in the ship, having chartered at Valparaiso, and having taken the cargo on board, and all ready for sea, the night before we were to sail, at midnight, the ship took fire and was burned to the water's edge. I had an investigation before the United States consul, with no satisfactory results as to the origin of the fire. We sold the vessel at auction, on account of the underwriters, for \$2,000, returning home in an English steamer, via the Isthmus of Panama, after a voyage around the world of thirty months, receiving and discharging cargo at the following ports: New York, San Francisco, Callao, Hamburg, Newcastle, Eng., Hong Kong, and Valparaiso.



“Sixty days after notice of loss to underwriters, they paid the insurance of \$48,000 on the ship and \$27,000 on freight, making a total of \$75,000. It was a good sale, and the owners were well satisfied.

“After remaining at home for a short time, I took charge of the ship *Witch of the Wave*, 1200 tons burden, owned by B. B. Titcomb of Watertown. This was not the original *Witch of the Wave*, but a ship built later at Newburyport, and previously commanded by the late Captain John E. A. Todd. The first ship of this name came into Salem to be measured and to obtain her register. On her first voyage to San Francisco she was commanded by Captain Hardy Millett. On my second voyage in this ship, arriving at Hong Kong from New York, after discharging cargo, I took on board 419 Chinese passengers for San Francisco, including a Chinese interpreter and three doctors. I found them a patient, orderly lot of men, and had very little trouble with them on our passage of 56 days to San Francisco. My last voyage in this ship was from Iquique, Peru, to Hamburg, taking on board 1700 tons of nitrate of soda, at \$20 per ton, giving the vessel a freight of \$34,000. I sold the ship in Hamburg for \$35,000, returning home in a German steamer after an absence of 33 months, making a satisfactory wind-up for the owners.

“I was twenty-one years in those two ships, fourteen in the *George Raynes* and seven in the *Witch of the Wave*, making voyages to China, Australia, the Philippine Islands, and ports in the Pacific, visiting many times most of the noted ports from Valparaiso on the south of the Equator to Vancouver, B. C., on the north. Speaking of Vancouver City, I made two voyages from there twenty-seven years ago, taking cargoes of timber to ports in Peru. It was then called Burrad's Inlet. I cannot help contrasting the port at which I loaded with the same of to-day. We entered a fine bay, surrounded by dense forests, the Indians the only inhabitants save those employed in and about the two steam sawmills, one on either side of this magnificent harbor. There stands on that bay to-day a city of over 40,000 inhabitants, the terminus of the Canadian and Pacific Railroad. Where was the seer to



prophecy this wondrous change? Not among those who prepared our lumber, nor with us who received it.

"I remained at home a short time, when the late Capt. Bertram offered me the barque *Glide*, and I made two voyages in her to Zanzibar, Aden and Madagascar. I then took charge of the *Taria Topan*, the property of the same owner, but afterwards of Ropes, Emmerton & Co., the successors to Capt. Bertram, making nine voyages to the above ports. These eleven voyages were very pleasant, were made in nice vessels, well kept up, and of first class sailing qualities, with light cargoes, the master having only to sail his vessel out and home, with a kind agent in every port to help him along, the responsibility much less than on freighting voyage, where we had to secure business for ourselves.

"I cannot speak in too high terms of my efficient chief officer, Captain Edward B. Trumbull, now superintendent of the spacious brick storage warehouse on Bridge street. He was by the vessel when I joined her, going with me one voyage as second officer, and for the remaining ten voyages (one in the *Glide* and nine in the *Taria Topan*) he was chief officer. He took a deep interest in every thing relating to the ship's welfare, thus relieving me of great responsibility. He was a man in whom hope was strong, always looked on the bright side, trusting that all would end well. It did not matter whether we were in the long, tedious calms of the low latitudes or in the gale, or drifting near the breakers, he had ever a word of encouragement. After I left the *Taria Topan* he took charge, and if I remember correctly made seven successful voyages to these ports. Those, added to the eleven with me and to one made with the late Captain Stephen Cloutman, made nineteen voyages, and I have no doubt that he is as well acquainted with the harbors and shoals in and around these ports as with the streets of his native city, the masters having to be their own pilots in and out of those ports.

"After remaining at home a few months, William Stone called on me to take charge of his ship *Highlander*. As I had only forty-eight hours' notice, I was obliged to hurry matters. Leaving Salem for San Francisco, after a trip

of six days across the continent, I found, on arrival there, the ship loaded with a cargo of flour. After shipping crew, I sailed for Hong Kong. As the ship had been laying four years in San Francisco, her bottom was very foul, decreasing her sailing qualities. I arrived at Hong Kong after a passage of seventy-two days, and remained in that port eleven months. Then I sailed for Manila, loaded a cargo of hemp on owners' account, and arrived at New York after a voyage of nineteen months. This was a fine ship of 1300 tons, built in East Boston by Samuel Hall, the Stone Brothers paying \$110,000 for her. She laid at the wharf in Brooklyn two years, and was then sold for \$25,000. This was the last ship the Stone Brothers owned and the last voyage they planned.

"And now this ends my sea life of forty-eight years, sailing over 1,600,000 miles on the ocean, visiting many foreign ports, with no serious trouble at sea or on shore, and with a thankful heart I acknowledge a kind Providence specially directing and watching over me these many years."

Captain Bachelder died in Salem, September 2, 1903. He was a member of the old Salem Marine Society thirty-six years. Leonard A. Bachelder of Auckland, N. Z., is his son, and Misses Kate E., Mabelle and Minnehaha Bachelder of Salem are his daughters.

#### SEVENTEENTH VOYAGE.

Sailed from Boston Sept. 2, 1876, William Beadle, master, and Charles Beadle, captain's brother, mate, for Zanzibar. Arrived at Zanzibar and proceeded to Aden, where she arrived previous to Feb. 12, 1877. Went ashore Dec. 19, on the north point of Zanzibar, but got off all right. Sailed from Aden Feb. 21 for Zanzibar, and from Zanzibar April 17 for Boston. Passed Island of Ascension June 28, and arrived at Boston Aug. 3, 1877, 108 days' passage. Voyage, eleven months and one day.

Passenger on the outward passage, Walter H. Trumbull of Salem, later a member of the firm of Ropes, Emmerton & Co.

The *Glide* brought home the body of Captain Stephen Cloutman, who died of apoplexy at Zanzibar, June 12,

1875, while United States consul there. He was born in Salem Jan. 17, 1825, was formerly a shipmaster in the African trade, and commanded the *Glide* on her eleventh, twelfth, and thirteenth voyages.

#### EIGHTEENTH VOYAGE.

Sailed from Boston Aug. 25, 1877, William Beadle, master, for Madagascar; arrived at Tamatave previous to Dec. 17, proceeded to Aden; sailed from there for Zanzibar Feb. 2, arrived March 5, and sailed March 10 for Boston. Arrived at Boston June 13, 1878, from Zanzibar March 10, and passed Cape Good Hope April 21, 93 days' passage. Voyage, seven months and twenty-seven days.

The ship *Mindoro* of Salem, Captain Henry Gardner, arrived at Boston the same day as the *Glide*. The *Mindoro* came from the Philippine Islands, with a cargo of hemp and sugar to Silsbees, Pickman, and George H. Allen. She left Cebu Feb. 7, passed Anjier Feb. 21, Cape of Good Hope April 11, and crossed the equator May 10 in longitude 33 W. It will be seen that the *Glide* beat the ship ten days in the passage from Cape Good Hope.

#### NINETEENTH VOYAGE.

Sailed from Boston June 29, 1878, William Beadle, master, for Zanzibar and a market. Arrived at Zanzibar, sailed Oct. 6 for Aden, and she arrived Oct. 25. Sailed from Aden Nov. 2, and arrived at Tamatave Dec. 12, and sailed for home Dec. 25; passed Cape Good Hope Jan. 9, and crossed the equator Jan. 30 in longitude 30 W., and arrived at Boston March 1, 1879. The passage home was made in sixty-six days and is the shortest on record. The voyage was made in just eight months, and stops were made, as will be seen by the foregoing, at Zanzibar, Aden, Arabia, and Tamatave. The following comparisons of quick passages are made:

The barque *Essex* of Salem, Captain William A. Peterson, arrived at New York Feb. 26, 1878, from Aleppey, Nov. 22, passed Cape Good Hope Jan. 9, and crossed the equator Feb. 1 in longitude 36.30 W. The passages of

the two vessels, both owned by Captain Bertram, and each commanded by a Salem man, are interesting by way of comparison with the best speed shown by a very small margin, from both Cape Good Hope and the equator, in favor of the *Essex*. New York is considered two days' nearer sail under the circumstances of these passages than is Boston.

The barque *Sicilian* of Boston, commanded by Captain William T. Savory of Salem, arrived at New York May 2, 1878, in 68 days from Tamatave. The best passage between Tamatave and Boston was made in 63 days by the barque *Taria Topan*, Captain Edward B. Trumbull, which arrived at Boston April 4, 1888.

#### TWENTIETH VOYAGE.

Sailed from Boston March 18, 1879, William<sup>d</sup> Beadle, master, for Zanzibar and a market. Arrived at Zanzibar July 25, via Tamatave. Sailed Aug. 12 for Majunga. Sailed from Majunga Sept. 12, passed Cape Good Hope Oct. 9, touched at St. Helena Oct. 24, and sailed the next day and crossed the equator Nov. 9, in longitude 30 W., and arrived at Boston Dec. 6, 1879. Voyage in eight months and eighteen days.

Passenger from Boston for Zanzibar, Frank H. Pitman of Salem.

The ship *Mindoro* of Salem, commanded by Captain Charles Beadle, a brother of Captain Beadle of the *Glide*, arrived at Boston two days before the *Glide*, with a cargo of hemp for Silsbees, Pickman, and George H. Allen of Salem. She left Manila June 8, passed Anjier Aug. 28, Cape Good Hope Sept. 26, and crossed the equator Oct. 30 in longitude 34.29 W. The ship was absent sixteen months.

#### TWENTY-FIRST VOYAGE.

Sailed from Boston Dec. 29, 1879, William Beadle, master, for Zanzibar and a market. Arrived at Zanzibar on April 11, went to Mauritius, and arrived at Tamatave May 25, and thence to Majunga, from where she sailed for home. Arrived at Boston Sept. 27, 1880, 80 days from Majunga, passed Cape Good Hope Aug. 1, St. He-



lena Aug. 17, and crossed the equator Aug. 25, in longitude 22.23 W.

#### TWENTY-SECOND VOYAGE.

Sailed from Boston Oct. 14, 1880, William Beadle, master, for Tamatave and a market. Arrived at Aden Feb. 19, via Tamatave. Sailed March 16 for home. Arrived at Boston July 25, 1881, 131 days from Aden; passed Cape Good Hope May 26, and crossed the equator June 23, in longitude 32 W.

Charles A. Benson of Salem, steward of the *Glide*, died of rheumatism thirteen days before the vessel reached Boston, and was buried at sea. He was 51 years of age. Mr. Benson was well known in this city, having sailed in the employ of Robert Upton and Captain John Bertram for many years. He had sailed in the barque *Wymon*, Capt. John Ashby; barque *Swallow*, Capt. Edwin Upton; barques *Elizabeth* and *Nubia*, Capt. John Ashby; barque *Dorchester*, Capt. A. Staniford Perkins and Capt. Stephen Cloutman, and for six years with Capt. Beadle in the barques *Taria Topan* and *Glide*.

Mr. Benson also ministered to the wants of military organizations of Salem on several occasions when ashore. Many a Salem boy, homesick and seasick, will remember kindnesses from him in the shape of some delicacy. Seldom has a man for so long a time filled such a responsible position as did Mr. Benson and left a record so satisfactory and pleasing to all who knew him.

It is with a deep sense of high appreciation of this worthy man that this tribute is here paid in his memory. Walter H. Trumbull, who sailed as a passenger in the *Glide*, said to the writer, "Say something nice about my good friend, Charley Benson." Mr. Benson was steward of the *Glide* on her very first voyage. Truly may it be said of him that "he was faithful to the uttermost."

John H. Allis, electrician, of Salem, informs the writer that Capt. John Kerivan, who commanded the



*Sachem*, also commanded the barque *Storm King* of Salem. The barque was placed under the British flag in the Civil war, and her name was changed to *Natal*. Mr. Allis then made a voyage in her as a boy, and he speaks very highly of Captain Kerivan. When the barque was the second day at sea a Salem boy, who had stowed away in her, came from his hiding place. He told Captain Kerivan that he tried to get a chance to go to sea and failed. The captain, instead of abusing the lad, spoke kindly to him, set him to work, and put him on the barque's articles at \$10 a month, says Mr. Allis.

Joseph H. Miller, formerly of Salem, was a boy 15 years of age on the *Glide* when Captain McMullan died, and William H. Hathorne, the mate, took command. Mr. Miller died several months ago, and up to the time of his death was the last survivor of his shipmates in the *Glide*.

#### TWENTY-THIRD VOYAGE.

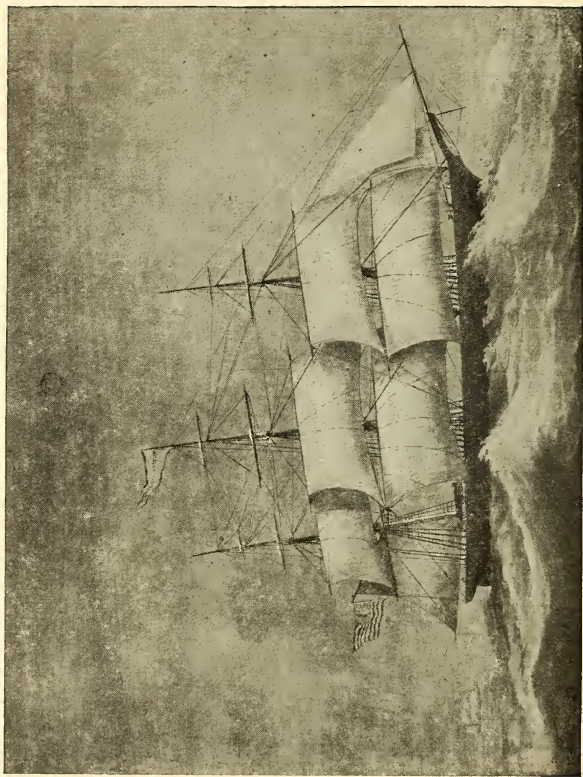
Sailed from Boston Aug. 26, 1881, for Aden, William Beadle, master. Arrived at Aden Dec. 20, 116 days' passage. Sailed from Aden Jan. 4 for Tamatave, and from there for home March 31. Arrived at Boston May 11, 1882, making a fine homeward passage of 69 days. She brought a cargo of hides for George R. Emmerton of Salem. Voyage, eight months and fifteen days.

#### TWENTY-FOURTH VOYAGE.

Sailed from Boston Aug. 10, 1882, William Beadle, for Aden. Was cleared by Ropes, Emmerton & Co., successors to John Bertram, who passed away March 22, 1882. Arrived at Aden Dec. 16, 122 days' passage. Arrived at Zanzibar, and sailed March 14 for home. Arrived at Boston June 2, 1883, in 80 days' passage from Zanzibar; passed Cape Good Hope April 16, and crossed the equator May 9, in longitude 32 W. Voyage, nine months and twenty-three days.

(*To be continued*)





SHIP WITCH OF THE WAVE, JOSEPH HARDY MILLETT, MASTER  
John Bertram and others, owners. From the original oil painting now in possession of  
Clarence H. Millett

# THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LIX, page 280.)

Lawson Buckminster of Framingham, gent., consideration \$139.11 to Isaac Burnap of Hopkinton, gent., land in Hopkinton, 17 1/2 acres; Mary his wife consents. 17 March, 1804. Witnesses: Jeremy Stimson, Emily Stimson. (Ibid, vol. xv, p. 81.)

Isaac Burnap and Hannah his wife to John Rice. 26 May, 1813. (Ibid, vol. vi, p. 139.)

Isaac Burnap died 18 March, 1816, ae. 64, at Hopkinton, and his wife followed him 28 January, 1839. He left no will, but the inventory of his estate, dated 3 April, 1816, was exhibited the 15th of that month, one item of which was a note of Elijah Burnap's (No. 306). (Mdx. Probate Records, vol. cxxv, p. 333.)

20 February, 1817, Betsey Burnap (No. 308), now the wife of Jason Chamberlain, served her father four years after she was 21 years of age, and received no adequate compensation; she should be allowed \$100 out of the estate. Joseph Valentine, Nancy Burnap, Amos Burnap, Elijah Burnap, Isaac Burnap. (Ibid, vol. cxxvii, p. 362.)

Appraisal of real estate 9 March, 1817; heirs, Nancy Burnap, Joseph Valentine, 2d, Jason Chamberlain, Isaac Burnap, Elijah Burnap, Amos Burnap, Joseph Burnap, guardian to Caroline, and Russell Jones Burnap.

Items in an account give the names of Charles Burnap, possibly No. 294, and Amos T. or I. Burnap, possibly No. 309.

Hannah Burnap of Upton (presumably the widow) to Smith Arnold and Waldo Earle et al., water flowage in Hopkinton. 16 April, 1834. (Mdx. Land Records, vol. cccxxxviii, p. 515.)

John H. Jones of Hopkinton, Amos Johnson of Framingham, Silas Johnson of Hopkinton, Hollis Johnson of Berlin, Hannah Burnitt of Upton, Russell Wood of Taunton, Charles Valentine of Cambridge, consideration \$400 to Silas Merrick of Milford, land in Hopkinton. 5 May, 1834. Acknowledged 5 July, 1834. Sally S., wife of

John H. Jones, Betsey, wife of Amos Johnson, Ellis, wife of Silas Johnson, Eunice, wife of Hollis Johnson, Sally, wife of Russell Wood, also sign. Hannah Burnap signs in that form. (Mddx. Land Records, vol. cccxxxiv, p. 93.) Acknowledged 5 July, 1834.

Children, born and baptized in Hopkinton, by first wife :

305. PATTY, born 23 Oct., 1779; baptized 29 July, 1791; died 9 Mar., 1859, at Westborough.
306. ELIJAH, born 15 Mar., baptized 29 July, 1781; died 25 July, 1862, ae. 81: 4: 10, at Westborough.
307. ELISHA, born 15 Mar., 1781; died 13 May, 1781, ae. 2 mos., at Hopkinton.
308. BETTY, born 8 Feb., baptized 8 June, 1783; died 22 July, 1844, at Westborough.
309. AMOS, born 29 Sept., baptized 1 Oct., 1786; died 25 Nov., 1824, ae. 38, at Hopkinton.
310. NANCY, baptized 11 Nov., 1792.
311. ISAAC, born 18, baptized 20 Oct., 1793; died 5 May, 1869 (2 May, 1870, in State Records,) ae. 75, at Framingham.

Children, born and baptized in Hopkinton, by second wife :

312. CAROLINE N. (V. in Milford Records), born 14 Jan., baptized 3 May, 1807.
313. RUSSELL JONES, baptized as "child of Isaac and Bulah (sic Hannah)," 1 Oct., 1809; died 11 Mar., 1876, ae. 65, at Hopkinton.

205. RHODA BURNAP, born 23 December, 1753; married, 30 April, 1782, in Hopkinton, John, born 12 Sept., 1746, son of Daniel and Abigail Potter of Brookfield, and widower of Lydia Cutting of Paxton, Mass. He was a captain, and they lived in Brookfield, where he died 20 October, 1818, ae. 72, and she died there 11 May, 1843, ae. 89.

Children, born in Brookfield—POTTER :

- CHENEY, born 5 April, 1783; married, 4 May, 1806, Lucy Hunter. He died 14 Oct., 1836, ae. 53.
- RHODA, born 10 June, 1785; married, 1 Dec., 1808, Warner Brown.
- BETSEY, born 4 May, 1787; probably married, 19 Jan., 1803, James Broad of Barre, and 17 Oct., 1809, Nicholas Jenks of West Boylston, Mass.



GEORGE WASHINGTON, born 5 June, 1789.

BENJAMIN FRANKLIN, born 27 April, 1791.

JERUSA, born 8 July, 1793; died 25 Aug., 1795, ae. 1: 1: 17.

LUTHER, born 2 July, 1795; married, 19 Sept., 1817, Potia Parks, and lived in West Brookfield.

FREDERICK AUGUSTUS, born 14 Mar., 1800; died 6 Feb., 1803, ae. about 3.

206. LYDIA BURNAP, born 12 May, 1757; married, 15 December, 1784, at Hopkinton, Anthony, baptized 1 July, 1753, at Hopkinton, son of Anthony and Elizabeth (Alden) Jones. He died 5 October, 1786, and she married, 26 March, 1795, at Hopkinton, William, born 21 June, 1762, son of Enoch and Elizabeth Chamberlain and widower of Betsey Walker. He died in 1800, and it is believed that it was she who, as the widow of William Chamberlain, married, 23 May, 1805, at Hopkinton, [worn]eth Clark of that place. There is no birth recorded in Hopkinton of any Clark child with a name ending in "eth", so he cannot be further traced.

Children, born in Hopkinton—JONES :

SIMPSON, born 4 Oct., 1785; died 13 Nov., 1785.

ANTHONY, born 24 Sept., 1786.

Children, born in Hopkinton—CHAMBERLAIN :

LYDIA, born 4 April, 1796.

NANCY, born 4 June, 1797.

WILLIAM, born 14 Feb., 1800.

208. HANNAH BURNAP, baptized 21 April, 1745; married, 24 October, 1771, at Marlborough, Samuel, born 12 January, 1749, at Marlborough, son of Moses and Hannah (Felton) Howe of that place. He was a selectman in 1789 and 1800, was a deacon in the church in 1794, and resided in the westerly part of the town on his father's place. They had no children, and he died 31 July, 1820, ae. 71, and his widow 5 November, 1835, ae. 90: 9: 0.

212. DOROTHY BURNAP, born 28 May, 1737; married, 11 December, 1764, at Marlborough, Phineas, born 25 January, 1739, son of Joseph and Zerviah (Howe) Howe. She died 9 December, 1781, in her 45th year, at

Marlborough, and he married in 1783, Sarah Brooks, who died 22 July, 1784, in her 49th year, and he again married, 4 January, 1798, Lydia Ruggles of Weston. He died 14 March, 1832, ae. 93, and his widow 2 April, 1837, ae. 84, at Marlborough,

Children, born in Marlborough—How :

SYLVANUS, born 27 Dec., 1765; married, 12 May, 1791, Sarah Gleason. He died 15 Sept., 1815, ae. 50.

ELIZABETH, born 2 April, 1768; married, 25 June, 1792, Silas Gleason, and removed from Marlborough.

JEDEDIAH, born 28 June, 1770; married, 28 Sept., 1795, Lydia Felton, and removed to Coos County.

GILBERT, born 1, baptized 3 May, 1772; married, 1800, Lydia Howard. He died 12 Oct., 1849, a widower.

LUCRETIA, born 22 May, 1773; died 23 Aug., 1775, ae. 2: 3.

LOVICE, born 29 Oct., 1775; married, 1795, Daniel Barnes, and removed to Hubbardston; d. 6 Dec., 1833, ae. 58, at Hubbardston.

LYDIA, baptized 6 Nov., 1775.

213. ELIZABETH BURNAP, born 17 February, 1738/9; married, 3 April, 1776, at Marlborough, Jabez, born 7 April, 1727, at Marlborough, son of Daniel and Elizabeth (Taylor) Rice and widower of Mirriam Morse, who died 28 January, 1776. He died before his wife, who died 27 November, 1812, at Marlborough.

Children, born at Marlborough—RICE :

MOSES, born 25 Jan., 1780.

PAUL, born 16 Feb., 1783.

215. RUTH BURNAP, born 3 February, 1747/8; may have married, 2 December, 1773, Jacob Parke of Groton, Conn., although Weaver, in his Burnap Families of Windham, Conn., thinks this an error; however, it is evident from her father's will that she married a Parke, since he refers to her as "Ruth Parke." If the marriage is correct, they had the following children :

Children—PARKE :

ERASTUS, born 29 Dec., 1776.

BETSEY, born 18 Jan., 1782.

CHARLES, born 20 Jan., 1785.

WILLIAM, born 24 Mar., 1787.

JONATHAN, born 4 Nov., 1790.

216. JONATHAN BURNAP, born 8 June, 1749 ; married before 1798, Abigail Parish, whose parentage is uncertain. She may have been a daughter of Archippus and Abigail (Burnap) Parish, No. 144, but if so would have been very much younger than her husband, and it seems more probable that she was the daughter Abigail, born 14 July, 1746, of Solomon and Dinah (Wood) Parish of Norwich and Mansfield, Conn. They lived at Bethel, Vt. No dates of death.

Children, born in Bethel :

314. AVERILL, born 16 Jan., 1798; died 22 July, 1847, at Bethel, Vt.

315. JONATHAN, born 14 July, 1799; died 6 Feb., 1868, at Troy, N. Y.

218. BENJAMIN BURNAP, born 21 February, 1753 ; married, 16 February, 1775, Elizabeth, perhaps born 12 November, 1754, at Windham, Conn., daughter of Zebediah and Elizabeth (Durkee) Coburn of that place and of Rutland, Vt.

Children :

319. CHLOE, born 13 Nov., 1775.

317. BENJAMIN, born 23 Mar., 1777.

318. BISHOP, born 22 Dec., 1779.

319. HARDEN, born 8 July, 1781 (doubtful).

320. WILLIAM (doubtful).

219. JAMES BURNAP, born 5 April, 1756 ; married about 1780, at Hampton, Conn., Chloe, born about 1765, daughter of David and Elizabeth (Hendee) Martin. He was blind, and lived at Hampton, where he died 27 January, 1840, aged about 84, and his wife died at Windham, 8 February, 1847, aged about 82.

The will of Chloe Burnett of Hampton : To daughter Acenath Abbott, to daughter Clarissa Griffin, to daughter Elizabeth Spencer, to daughter Phebe Bulkeley, and heirs of son John Burnett and of daughter Chloe Flint and Lora Hammond, late wife of Hezekiah Hammond. William Brown, executor. 23 May, 1845. Witnesses : Philip Searle, Alason Cleveland, Lyndon L. Button. Proved 15 February, 1847.

Bond of John Tweedy and Dan Bulkeley of Hampton, 7 February, 1840, estate of James Burnett of Hampton.

Chloe, the widow, Dan Bulkeley and Lester Burnett petition for administration, 7 February, 1840, widow and next of kin.

Children, born in Hampton :

321. CLARISSA, born 20 June, 1781.
322. JAMES, born 16 Sept., 1782.
323. CHLOE, born 26 June or July, 1784; died 29 Nov., 1811, at Hampton.
324. ELIZABETH, born 12 June, 1786.
325. PHOEBE, born 19 Feb., 1789.
326. ASENATH, born 13 April, 1791.
327. JOHN, born 1 July, 1793; died 1 Oct., 1834, in New York City.
328. LORA, born 9 Aug., 1795; died 11 or 17 Jan., 1817, at Cape Vincent Village, N. Y.
329. DAVID, born 20 Nov., 1797. Weaver says went to Lyme, but at least later lived in Michigan.
330. JONATHAN, born 16 Nov., 1799; died 22 Jan., 1881, in Michigan.
331. HARRIET, born 23 Jan., 1802; died 11 June, 1814.
332. LESTER, born 29 Oct., 1804; died 6 Sept., 1870, at Long Bar, Cal.
333. ELLSWORTH, born 21 Feb., 1808; died 5 Nov., 1835, killed by Indians in Wisconsin.

220. MARTHA BURNAP, born 6 March, 1758; may have married, first, Solomon Abbe, perhaps the son of Solomon and Sarah (Knight) Abbe, who removed to Mansfield, Conn., but is not given among their children. If this marriage is correct, he died before 1784, and she married, 2 December of that year, Percy Hebbard, probably of Windham, but whose parents are not known. No children have been discovered, nor any further particulars, except that she died 31 December, 1803.

222. LUTHER BURNAP, born 14 February, 1764; married, 2 April, 1794, at Hampton, Conn., Cynthia, born 5 or 8 February, 1772, in Connecticut, daughter of Andrew and Mary (Benjamin) Durkee, he being of Nova Scotia. In the Massachusetts State Records the mother's name is given as Cynthia. He lived in Hampton, Conn., until about 1804 or 1805, and Weaver, in his History of Windham, says "Durkee (probably meaning Luther) went to Worcester, had several children, and died there a few

years since, left Luther, Jr., Harvey, Warren, Dolly, Calvin, Sally and Mary." He was a constable about 1818, and in November, 1821, bought a farm on Long Hill, Oxford, of which the house was burned 16 January, 1832. He died 23 December, 1844 (Mass. State Records), and his wife died 4 August, 1866, in Worcester, aged 94 : 6 : 0 (Mass. State Records).

The will of Luther Burnett of Oxford: To wife Cynthia, to children Luther, Harvey, Warren, Calvin A., and Charles C., and daughters Dolly Graves, wife of Frederick S. Graves, Mary Bartlett, wife of Jonas Bartlett, and Emeline Burnett, and the heirs of my several above children. Jonas Bartlett, administrator. 10 January, 1844. Witnesses: Josiah S. Prentice, Aaron Stockwell, Hannah Stockwell. Proved 25 December, 1844.

The heirs petitioned for administration the first Tuesday of January, 1845, being named as above.

Children, first seven born in Hampton, Conn.:

- 334. LUTHER, born 18 Jan., 1796; died 19 June, 1856, at Worcester.
- 335. HARVEY, born 4 July, 1798; died 8 May, 1872, at Dudley, Mass.
- 336. WARREN, born 18 July, 1800; died before 1885, at Dedham, Mass.
- 337. DOLLY, born 26 Mar., 1802; died 17 Oct., 1855, at Worcester.
- 338. CALVIN A., born 29 Jan., 1804; died 30 April (8 May, ae. 60, Hardwick Records, 1858).
- 339. SARAH P., born 18 Nov., 1805; died 1806.
- 340. MARY, born 21 Nov., 1807; died 21 Jan., 1858, at Worcester.
- 341. EMELINE, born 22 Dec., 1809; died 3 Mar., 1885, at Worcester.
- 342. CHARLES CHANDLER, born 16 Oct., 1814; died after 1885.

224. ESTHER BURNAP, born 13 Aug., 1767; married 1 May, 1794, probably in Hampton, Conn., Dyer, born 31 January, 1772, son of Abraham and Abigail (Woodward) Ford of Hampton. He lived in Tolland, Conn., where both he and his wife died in 1848, he being in his 81st year.

Children—FORD:

- CHLOE, born 25 Nov., 1794.
- ESTHER, born 18 Mar., 1796.
- DYER, born 8 May, 1798.
- MARY.



226. MARY BURNAP, born 6 August, 1750; married, 19 September, 1776, at Sutton, Mass., Joshua, born 30 December, 1749, son of William and Ruth (Lovell) Waite. As previously stated, for some unknown reason, Mary Burnap was born in Hollis, N.H., however she grew up in Sutton, Mass., and her children were born there.

Children, born in Sutton—WAITE:

SALLY, born 3 Aug., 1777.

JOHN, born 23 July, 1778; married (intention), 19 Oct., 1802, Amy Stone of Alstead, N. H.

POLLY, born 5 Feb., 1780; married, 6 Aug., 1798, Jonas Bond, and apparently, 15 Jan., 1799, Bill (William) Blake of Alstead, N. H.

JOSHUA, born 26 Aug., 1781; died 24 April, 1800.

AMOS (Amon), born 4 Feb., 1783; died 13 May, 1813, *ae.* 30.

DAVID, born 20 Aug., 1784; married (intention), 20 July, 1813, Anna Torrey of Chesterfield, or Grafton.

JONATHAN, born 20 Aug., 1784; died 19 Mar., 1785.

JOSIAH, born 18 June, 1786; died 19 Sept., 1808.

RUFUS, born 19 April, 1788.

CLARISSA, born 3 May, 1792.

LUCINA, born 21 May, 1794.

227. SARAH BURNAP, born 3 October, 1751; married, 8 July, 1777, at Sutton, Jotham, born 15 August, 1749, at Oxford, son of Ebenezer and Elizabeth (Locke) Merriam of the County Gore (Oxford), he being called of Warwick. They lived in Oxford on his father's farm, where he died 22 August, 1798, aged 51, and she married again in February, 1809, Colonel Samuel, born 21 April, 1762, at Leicester, Mass., son of Samuel and Elizabeth (Henshaw) Denny. She died 26 December, 1815, aged 64, at Leicester, and he died 21 March, 1832, aged 70, at Oakham, Mass. There seem to have been no children by the second marriage.

Children, born in Oxford—MERRIAM:

SARAH, born 16 June, 1778; married, 7 Dec., 1800, her cousin, Joel Merriam; she died 24 Dec., 1822.

EPHRAIM, born 12 Mar., or May, 1780; died 3 July, 1818, at Mercer, Me., unmarried.

ANNA, born 23 Jan., 1782; married, 27 May, 1801, James Merriam, Jr., of Ward, Mass.

JOTHAM, born 9 April, 1784; married, 8 Oct., 1820, Sophia Shumway, widow of John P. Nichols. He died 27 April, 1874, at Rochdale, Mass.

REUBEN, born 31 Dec., 1785; married, 1 Nov., 1821, Elizabeth Jane Tainter of Sutton, Mass. He died 27 April, 1874, the same day as his brother Jotham.

LUCY, born 15 Jan., 1788; married, 19 June, 1814, Bradford Hudson. She died 16 Feb., 1817.

ABIJAH, born 25 May, 1790; died 3 Feb., 1816, at Spencer, Mass., unmarried.

SILAS, born 5 Feb., 1792; married, 21 April, 1825, Mary Jacobs Forbes of Westborough, Mass.; and 23 Nov., 1836, Elizabeth Temple; also (3), 2 Nov., 1843, Harriet Pamela Watson of Leicester, Mass. He died 13 April, 1856.

228. ANNA BURNAP, born 19 September, 1752; married, 25 March, 1773, Benjamin, born 16 July, 1749, at Brookfield, Mass., son of Benjamin and Hannah (Hale) Batcheller. He removed to Vermont after the Revolutionary war, having lived in Brookfield. His wife died 11 June, 1813, and he married again, 5 May, 1814, Sally Dinsmore. He died 12 July, 1826, at Bethel, Vt. From the fact that twelve of the children were born in Brookfield, it was evidently after 1793 when they left that town.

#### Children—BATCHELLER :

CHESTER, born 17 Sept., 1773; married Sarah Richardson.

MOLLY, born 24 Dec., 1774; married, 24 June, 1798, James Raymond.

ANNA, born 11 Oct., 1776; married, 17 Dec., 1799, Moses Snow.

BENJAMIN, born 11 April, 1778; married Elizabeth Fay.

SALOME, born 14 Dec., 1779; married Elijah Pierce and Noah Piper.

STEPHEN, born 17 July, 1781; married, 5 Oct., 1804, Sally Benjamin. He was drowned 5 Aug., 1805.

HANNAH, born 17 May, 1783; died 1784.

HANNAH, born 13 Feb., 1785; died young.

REBECCA, born 13 April, 1787; married John Thomas.

ZEPHANIAH, born 7 April, 1789; married Ruth Kellogg.

ASA WYMAN, born 25 June, 1791; married Sophia Martin.

HANNAH HALE, born 7 July, 1793; married, 13 Feb., 1813, Lodrick Owen. She died soon after marriage.

JOHN, born 23 Aug., 1795; married Mrs. Barbara Richards Erskine.

EBENEZER, born 31 Mar., 1800; married Ellizabeth Kimball.

CYNTHIA WEBB, born 31 Dec., 1802; probably died young.

The births, except the last three, are from the Brookfield Records; the remainder are from the Batcheller Genealogy.

229. TIMOTHY BURNAP, born 25 December, 1753; lived in Sutton, and served as a private in Captain Samuel Sibley's company, which marched on the alarm of 19 April, 1775, to Braintree on April 21st. He was a corporal in Captain Joseph Sibley's company, Colonel Danforth Keyes' regiment, enlisting 21 July, 1777, and serving in Rhode Island, etc., and is also in a return of men at North Kingston, R. I., in 1777, the paper being dated Sturbridge, 1783. He married, 19 December, 1780, Bethiah, born 10 February, 1759, at Sutton, daughter of William and Ruth (Lovell) Waite. He died 4 or 26 October, 1828, at Sutton, aged 75, and his wife died there 13 or 14 February, 1849, aged 90: 4: 0.

Bethiah, widow, of Sutton, declines administration, and requests that Timothy, eldest son, with Deacon Mark Batcheller, son-in-law, be appointed administrators, she being incapable by age. 30 December, 1828. Inventory 31 January, 1829. Elijah Burnap's note mentioned in an account 6 April, 1830. (Worcester Probate Records, No. 9175.)

Children, born in Sutton :

343. MEHITABLE, born 8 Oct., 1781; died 5 June, 1865, at Grafton.
344. OLIVE (Polly), born 6 Nov., 1783.
345. TIMOTHY F., born 10 June, 1786; died 17 April, 1858, at Sutton, ae. 71: 10: 7.
346. JOHN, born 30 June, 1788; died 2 Feb., 1864, ae. 75: 7: 3, at Sutton.
347. BETHIAH, born 18 May, 1790; died 26 or 28 May, 1864, ae. 74: 0: 10, at Sutton, unmarried.
348. CYRUS, born 27 Jan., 1792; died 4 March, 1876, at Sutton.
349. ABIJAH, born 23 April, 1794; died 22 Feb., 1844, ae. 56, at Paxton, Mass.
350. LUCY, born 27 April, 1796; died 31 May, 1796, at Sutton.
351. JAMES, born 26 April, 1797; died 10 May, 1869, ae. 72: 1: 0, at Sutton.
352. LEWIS (M. L., Conant Genealogy), born 15 July, 1799; died 7 April, 1859, or 1860, ae. 60, at Sutton.
353. ELIJAH, born 26 July, 1801; died 27 Feb., 1886, at Millbury, Mass.

230. EBENEZER BURNAP, born 13 October, 1756, at Sutton; served as a private in Captain James Greenwood's company, Colonel Ebenezer Learned's regiment, which marched on the alarm of 19 April, 1775, to Roxbury, etc. He married, about 1780 or 1781, Thankful, born 30 October, 1762, at Sutton, daughter of Amos and Mary (Curtis) Singletary. He was a blacksmith by trade, and lived in Ward until 1803, when he removed to Oxford and bought an estate near Town's Pond, but returned to Ward in 1810. The Pratt house in Oxford was conveyed 13 May, 1803, by Sylvanus Town to Ebenezer Burnap, and by him, in 1815, to Elias Pratt, Jr. (History of Oxford.) His wife died 25 June, 1808, or 5 June, aged 46, according to her gravestone, and he married again, 6 August, 1809, in Charlton, Ruth, born 9 January, 1780, in Charlton, daughter of Jonathan and Mary (Hincher) Tucker. He died 12 March, 1820, aged 63, in Ward, and his widow was living in 1837.

Appraisers' account, 27 March, 1820, on estate of Ebenezer Burnap, late of Ward, assigns to Ruth Burnap, widow (Timothy Bancroft's land mentioned) to Lavinia Pratt, to Sabrina and Syrena Burnap, to Mary Burnap, Erasmus Lilly Burnap and Ebenezer Tucker Burnap, minor children. 5 April, 1820. Signed with consent of Ruth Burnap, Sabrina Burnap, Syrena Burnap, Zebulon Cary, agent for Lavinia Pratt, Thomas Drury, Jr., guardian for minor heirs.

Timothy and Abijah Burnap decline administration, 25 March, 1820, the widow Ruth also declines. Account of Aaron Peirce, administrator, amount due from the estate of John Pratt of Montpelier, Vt., payments to Sabrina Burnap, Solomon Sibley, Abigail Burnap, and others. Thomas Drury, guardian to Syrena. (Worcester Probate Records, No. 9151.)

Ruth Burnap, guardian to Ebenezer T., first Tuesday in February, 1837, of Ward. Ebenezer T., minor, Ruth the widow, Erasmus Burnap, tenants in common of the home of Ebenezer Burnap, deceased. Thomas Drury, guardian to Mary Henshaw and Ebenezer Tucker Burnap, under 14, and children of Ebenezer Burnap of Ward, 17 March, 1820. Benjamin Winn, guardian of Erasmus L., over



14, and Ebenezer under 14, 1 January, 1831. Ruth Burnap, guardian of Ebenezer T. Burnap, 8 July, 1836. (Ibid, No. 9152.)

Children, born in Sutton, Ward and Oxford, by first wife :

354. A child, born about 1781; died 7 July, 1782, ae. about 1 year.  
 355. EBENEZER, born 9 June, 1785; died 22 Sept., 1803, at Oxford, ae. 18.  
 356. LAVINIA (Levina), born 8 Mar., 1788; died after 1877.

The dates of birth above are from the History of Oxford, and do not appear in the Vital Records.

357. POLLY, born 2 Jan., 1793; died 9 Nov., 1803.  
 358. SABRINA, born 1 Aug., 1795, at Sutton.  
 358a. CYRENA (Syrena), born 9 June, 1798, at Ward.  
 359. SALLY, born 1 Nov., 1803, at Oxford; died young.  
 360. SINGLETARY, born 23 Jan., 1805; died young.

Children, born in Oxford and Ward, by second wife :

361. MARY HINCHER (Henshaw), born 13 July, 1810, at Oxford; died probably 26 Jan., 1830.  
 362. ERASMUS LILLEY, born 17 Dec., 1813, at Ward; died 29 June, 1890, ae. 76: 6: 12, at Calais, Vt.  
 363. EBENEZER TUCKER, born 2 July, 1818, at (?)Auburn, Mass.; died 30 Nov., 1900, ae. 82: 5: 2, at Cabot, Vt.

231. THOMAS BURNAP, born 19 January, 1758; was of Brookfield when he enlisted, 5 May, 1777, as a private in Captain Edmund Hodges's company, Colonel Josiah Whitney's regiment, for service in Rhode Island. He was discharged 6 July, 1777. It is supposed to be he who married, 12 November, 1783, at Brookfield, Abigail (Nabby), baptized 30 Oct., 1767(?), in Brookfield, daughter of Roger(?) and Mary Wellington (Willington). He was in Windham, Vt., in 1807/8, according to a family record, where he died 13 September, 1819, ae. 62, and his wife died 18 November, 1849.

Children, born in Brookfield :

364. LUTHER, born 28 Mar., 1784; died 6 Nov., 1860, ae. 76, at Townshend, Vt.  
 365. JOHN, born 5 April, 1786.  
 366. DORIA (Dosea), born 28 Mar., 1788 (also spelled Dotia and Docia); lived in Townshend, Vt.



367. ABIJAH, born 7 Oct., 1791; probably died 14 May, 1869, at Rowe, Mass.
368. HARVEY (Henry), born 6 April, 1794; died at Seattle, Wash.
369. SARAH (Sally), born 20 July, 1796.

232. ABIJAH BURNAP, born 11 April, 1760; served as a private in Captain Joseph Sibley's company, Colonel Danforth Keyes' regiment, enlisting 11 July, 1777, service 2 January, 1778, at Rhode Island, etc., and in Captain Abijah Burbank's company, Colonel Jacob Davis's regiment, which marched to camp 30 July, 1780, on the alarm at Rhode Island, and was discharged 7 August, 1780. He married, 31 March, 1783, at Sutton, Hannah, born 20 March, 1759, daughter of Edmund and Hannah (Sparhawk) Town. Edmund Town's father, of the same name, married Elizabeth, daughter of Zacheus Gould of Topsfield, against whom Thomas Burnap, No. 27, brought an action for debt.

In 1786 a house in Oxford was conveyed to him by John Nichols, and in 1789 another was deeded to him by John Wright. In 1797 he was living in Oxford, but he died 21 February, 1839, in Millbury, Mass., his wife having evidently died before 1835.

Will of Abijah Burnap of Millbury: To Gabriel Wheeler, husband of my daughter Nancy, note by Gabriel Wheeler to son Abijah L. Burnap, residue to Elias Forbes, Esq., of Millbury, executor, 1, to compensate himself; 2, to manage property; 3, to pay avails to the wife and children of son Abijah L. 25 June, 1835. Witnesses: Elias Forbes, Lewis Burnap, Lewis W. Forbes. Proved first Tuesday in April, 1840.

Pension of Abijah Burnap: He died on the 21st Day of February 1839 and was a Pensioner of the U. S. at the rate of \$50 per ann. he left no widow and only one child Nancy Wheeler, wife of Gabriel F. Wheeler of Grafton. 3 March, 1840. (Worcester Probate Records, Nos. 9138 and 9139.)

Children, born in Sutton:

370. BETSEY, born 5 Nov., 1783; died 5 April, 1812; 1802 in duplicate record, which latter date is probably correct, as she was about 18, at Sutton.
371. NANCY T., born 17 April, 1786; died after 1840.
372. ABIJAH LEONARD, born 10 Nov., 1795; died 21 Feb., 1840, ae. 49 or 47, at Millbury.

233. JOHN BURNAP, born 23 April, 1762; was probably in Captain Timothy Bush's company, Colonel Joseph Marsh's regiment, 16 August, 1777, under Major Whitcomb; 21 January, 1780, Colonel Peter Olcott, 19 October, 1780, and in Captain Joshua Hazen's company, Col. Olcott's regiment, 27 October, 1780. His cousins Elijah and James served in some of these same commands. It is stated by the family that he drove artillery mules.

In 1788/9 John and Uriah (sic) (Uzziah) Burnap of Sutton purchased a farm in the corner of Jamaica that joins Windham, Vt., and built a log house. In 1792 he removed to a farm two miles south of the centre of Windham, and was the first one buried in the burying ground near the centre of the town (Vermont Historical Magazine, vol. V, part 3, p. 15.)

He married, 1 April, 1790, Candace, born 24 September, 1764, daughter of Timothy and Anne Hale (Kingsley) Bliss, he of Royalston, Mass., and Royalton, Vt., and she of Rehoboth, Mass. His wife's sister married his brother Asa, No. 955. He was a deacon in the church, and died in Windham, Vt., 1 September, 1812, aged 51, while his wife died 14 or 15 December, 1846, at West Townshend, Vt.

(Above facts from Miss Annie S. Burnap and Mrs. Barber of Montpelier, as well as the Bliss Genealogy.)

Children :

373. LUCY, born 17 April, 1791, at Jamaica; died 23 Mar., 1888, ae. 96: 11: 6, at Townshend.
374. JOHN LANGDON, born 28 Dec., 1792; died 16 Jan., 1876, ae. 83, at Townshend.
375. UZZIAH C., born 11 July, 1794, at Windham; died 12 Aug., 1854, ae. 60, at Lowell, Mass.
376. ASA, born 22 Feb., 1796; died 26 April, 1878, at Stratton, Vt.
377. CANDACE, born 30 Oct., 1797; died 15 Sept., 1800.
378. AMALIE, born 30 April, 1799; died 30 April, 1799, ae. 7 hours.
379. IRA, born 8 April, 1800; died 22 April, 1800.
380. ORPHAS, born 1 Oct., 1801; died 2 Oct., 1801.
381. SOPHIA, born 4 June, 1803; died 8 Sept., 1891, in Wisconsin.
382. ACHSA, born 5 Mar., 1805; died 13 April, 1872, probably in Windham.
383. ANNA HALE, born 29 Oct., 1807; died 8 Jan., 1898, at Suffield, Ct.

384. GAIUS CONANT, born 7 July, 1809, at Windham; died 11 Sept., 1896, at Marietta, Ga. (Batcheller Genealogy, Mrs. Gardner S. Washburn.)

234. UZZIAH BURNAP, born 20 June, 1764, of Sutton; was a private in Captain Joseph Elliot's company, Colonel William Thomas's regiment, enlisting 12 July, 1781. He was discharged 30 November, 1781, having served at Rhode Island. He would appear to have re-enlisted, as he encamped at Batte's Hill 1 December, 1781. He lived at Hinsdale, N. H., and no record of any marriage has been found, but he died there 16 June, 1793.

235. ASA WYMAN BURNAP, born 2 June, 1768, whose name is given as Aaron in the Massachusetts State Records; married, first, Harriet Bell, of which no record has been found, nor does her death appear. He married again, 30 June, 1799, Elizabeth, born 15 October, 1772, daughter of Timothy and Anna Hale (Kingsley) Bliss, who married Benjamin Kingman of Winchester, Mass., in 1824. He was a tanner by trade, and lived in Worcester, Mass., Lancaster, N. H., Bennington, Vt., where he was register of deeds and in 1808 deputy sheriff. He was a subscriber to a bill relating to a bridge across the Connecticut river at Guildhall, Vt. He had seven children, all it would seem by the second wife, and died in 1811, at West Boylston, Mass., while his wife died 21 March, 1867, at Brattleboro, Vt. Several of the children have not been traced.

#### Children :

384a. FANNY, born 12 Mar., 1800, at Westminster, N. H.

385. BLISS, born 16 Jan., 1802, at Brattleboro; died 8 Aug., 1876, at Moira, Franklin Co., N. Y.

386. ALVA, born 12 Jan., 1804, at Brattleboro.

387. MIRANDA, born 21 Sept., 1806, Guildhall, probably his daughter, died before 1841, probably in Brattleboro.

388. CALVIN F., born about 1813, at Lancaster, N. H.; died 28 April, 1845, at Sutton, Mass.

236. HANNAH BURNAP, born 9 December, 1771; married, 18 December, 1797, at Oxford, William, born 30 July, 1778, son of Jonas and Lucy (Oakes) Eddy of Charlton. She is called "of the North Gore adjoining Oxford" in the records. They removed to Dixfield, Me.,

and evidently he and his son, at least, ultimately settled in Orange, Ohio, as he died there 9 June, 1817.

Child :

CYRUS, born 18 June, 1809; married, 4 April, 1829, Louisa Rawley. He was in Illinois in 1842, and removed in 1846 to Orange, Ohio.

239. ELIJAH BURNAP, born January, 1756; served in Captain Bush's company, Colonel Peter Olcott's regiment, at Royalton, 16 October, 1780, and at Peacham 9 March, 1781, probably as a corporal. He is on a list of those who received snow-shoes in the alarm of 23 Feb., 1781. After he was fifteen years old he lived at Norwich, Vt., where he bought land and built a log house. He was a deacon in the church and a writer of poetry. He married, 11 September, Naomi Farrington, born about 1755 whose parents have not been found. He died 8 September, 1819, aged 63, at Norwich, Vt., and his widow removed to Cornish, N. H., where she died, aged 84, 26 June, 1839.

Children, probably all born at Norwich, Vt.:

389. ORRIL, born 7 Oct., 1792; died 22 May, 1850, at Deering, N. H.  
 390. ARUNA, born 10 Oct., 1794; died 29 Dec., 1877, ae. 83, at Cornish Flats.  
 391. JEDEDIAH, born 15 April, 1798; died 28 Feb., 1862, probably at Cornish.  
 392. DAVID, born 5 April, 1801; died 16 June, 1871, at Plainfield, N. H. Some of the data on this line are from a very rare and privately printed genealogy of the Burnap family kindly loaned by the Library of Congress at Washington.

242. JOHN BURNAP, born in Lebanon, Conn., but the exact date has not been found; served as a private in the Revolutionary war. He married, 15 February, 1781, Elizabeth Bartlett, who may have died 15 August, 1782. He then married, 28 July, 1785, Eleanor (Nella, Nelly, Elaner) Freeman, probably at Hanover, N. H., who died 8 April, 1801. On 2 November, 1801, he married Mary Holbrook, who is called "second wife" in the records, and who died 28 December, 1805.

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