

EZRA BALDWIN STRONG



***THE HISTORY OF THE LIVES
AND BLOODY EXPLOITS
OF THE MOST NOTED
PIRATES; THEIR TRIALS
AND EXECUTIONS***

Ezra Baldwin Strong

The History of the Lives and Bloody Exploits of the Most Noted Pirates; Their Trials and Executions

Enriched edition.

Introduction, Studies and Commentaries by Darren Fox

EAN 8596547253495

Edited and published by DigiCat, 2022



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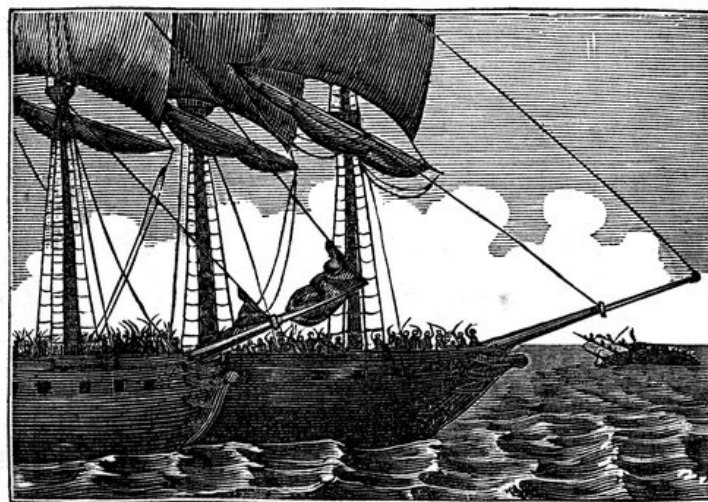


CAPTAIN MISSON.

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Captain Misson was born in Provence, of an ancient family[1q]. His father was master of a plentiful fortune; but having a great number of children, our rover had but little hopes of other fortune than what he could carve out for himself with his sword. His parents took care to give him an education equal to his birth, and upon the completion of it would have put him into the musketeers[1]; but as he was of a roving temper, and much affected with the accounts he had read in books of travels, he chose the sea as a life which abounds with more variety, and would afford him an opportunity to gratify his curiosity, by the change of countries. Having made this choice, his father, with letters of recommendation, and every thing fitting for him, sent him to volunteer on board the Victoire, commanded by Monsieur Fourbin, his relation. He was received on board with all possible regard by the Captain, whose ship was at Marseilles, and was ordered to cruise soon after Misson's arrival. Nothing could be more agreeable to the inclinations of our volunteer than this cruise, which made him acquainted with the most noted ports in the Mediterranean, and gave him a great insight into the practical part of navigation. He grew fond of this life, and was resolved to be a complete sailor, which made him always one of the first on a yard arm, either to hand or reef, and very inquisitive in the different methods of working a ship: his discourse was turned on no other subject, and he would often get the boatswain and carpenter to teach him in their cabins the constituent parts of a ship's hull, and how to rig her, which he generously paid them for; and though he spent a great part of his time with these two officers, yet he behaved himself with such prudence that they never attempted any

familiarity, and always paid the respect due to his family. The ship being at Naples, he obtained leave of his captain to go to Rome, which he had a great desire to visit. Hence we may date his misfortunes; for, remarking the licentious lives of the clergy, (so different from the regularity observed among the French ecclesiastics,) the luxury of the Papal Court, and that nothing but hulls of religion were to be found in the metropolis of the christian church, he began to figure to himself that all religion was no more than a curb upon the minds of the weaker, which the wiser sort yielded to, in appearance only. These sentiments, so disadvantageous to religion and himself, were strongly riveted by accidentally becoming acquainted with a lewd priest, who was at his arrival (by mere chance) his confessor, and after that his procurer and companion, for he kept him company to his death.



The Victory engages with two Sallemens. Page [7](#).

Misson at length became so much attached to this man, that he advised him to go with him as volunteer, and offered him money to clothe him: the priest leaped at the proposal,

and a letter coming to Misson from his captain, that he was going to Leghorn, and left it to him either to come to Naples, or go by land; he chose the latter, and the Dominican, whom he furnished with money, clothing himself very cavalierly, threw off his habit, and preceded him two days, staying at Pisa for Misson; from whence they went together to Leghorn, where they found the Victoire, and signior Caraccioli, recommended by his friend, was received on board. Two days after they weighed from hence, and after a week's cruise fell in with two Sallee-men^[2], the one of twenty, the other of twenty-four guns; the Victoire had but thirty mounted, though she had ports for forty. The engagement was long and bloody, for the Sallee-men hoped to carry the Victoire; and, on the contrary, Capt. Fourbin, so far from having any thoughts of being taken, he was resolutely bent to make prize of his enemies, or sink his ship. One of the Sallee-men was commanded by a Spanish renegade, (though he had only the title of a lieutenant) for the captain was a young man who knew little of marine affairs.

This ship was called the Lion; and he attempted, more than once, to board the Victoire; but by a shot betwixt wind and water, he was obliged to sheer off, and running his guns, &c. on one side, to bring her on the careen to stop his leak; this being done with too much precipitation, she overset, and every soul was lost. His comrade, seeing this disaster, threw out all his small sails, endeavoured to get off, but the Victoire wronged her, and obliged her to renew the fight, which she did with great obstinacy, and made Monsieur Fourbin despair of carrying her if he did not board; he made preparations accordingly. Signior Caraccioli and Misson were the two first on board when the command was given; but they and their followers were beat back by the despair of the Sallee-men; the former received a shot in his thigh, and was carried down to the surgeon. The Victoire laid her on

board the second time, and the Sallee-men defended their decks with such resolution, that they were covered with their own, and the dead bodies of their enemies. Misson seeing one of them jump down the main hatch with a lighted match, suspecting his design, resolutely leaped after him, and reaching him with his sabre, laid him dead the moment he was going to set fire to the powder. The Victoire pouring in more men, the Mahometans quitted the decks, finding resistance vain, and fled for shelter to the cook-room, steerage, and cabins, and some ran between decks. The French gave them quarters, and put the prisoners on board the Victoire, the prize yielding nothing worth mention, except liberty to about fifteen Christian slaves; she was carried into and sold with the prisoners at Leghorn. The Turks lost a great many men; the French not less than 35 in boarding, for they lost very few by the great shot, the Sallee-men firing mostly at the masts and rigging, hoping by disabling to carry her. The limited time of their cruise being out, the Victoire returned to Marseilles, from whence Misson taking his companion, went to visit his parents, to whom the captain sent a very advantageous character, both of his courage and conduct. He was about a month at home when his captain wrote to him, that his ship was ordered to Rochelle, from whence he was to sail for the West-Indies with some merchantmen. This was very agreeable to Misson and signior Caraccioli, who immediately set out for Marseilles[2q]. This town is well fortified, has four parish churches, and the number of inhabitants is computed to be about 120,000; the harbour is esteemed the safest in the Mediterranean, and is the common station for the French gallies.

Leaving this place, they steered for Rochelle, where the Victoire was docked, the merchant ships not being near ready. Misson, who did not care to pass so long a time in idleness, proposed to his comrade the taking a cruise on

board the Triumph, which was going into the English channel; and the Italian readily consented to it.

Between the Isle of Guernsey and the Start Point, they met with the Mayflower, Capt. Ballardine, commander, a merchant ship of 18 guns, richly laden, and coming from Jamaica. The captain of the English made a gallant resistance, and fought his ship so long, that the French could not carry her into harbour, wherefore they took the money, and what was most valuable, out of her; and finding she made more water than the pumps could free, quitted, and saw her go down in less than four hours after. Monsieur Le Blanc, the French captain, received Capt. Ballardine very civilly, and would not suffer either him or his men to be stripped, saying, *None but cowards ought to be treated after that manner; that brave men ought to treat such, though their enemies, as brothers; and that to use a gallant man (who does his duty) ill, speaks a revenge which cannot proceed but from a coward soul.* He ordered that the prisoners should have their chests; and when some of his men seemed to mutter, he bade them remember the grandeur of the monarch they served; that they were neither pirates nor privateers; and as brave men, they ought to show their enemies an example they would willingly have followed, and use their prisoners as they wished to be used.

They then run up the English channel as high as Beachy Head, and, in returning, fell in with three fifty gun ships; which gave chase to the Triumph; but as she was an excellent sailor, she run them out of sight in seven glasses, and made the best of her way for the Land's-End. They here cruised eight days, then doubling Cape Cornwall, ran up the Bristol channel, near as far as Nash Point, and intercepted a small ship from Barbadoes, and stretching away to the northward, gave chase to a ship they saw in the evening, but lost her in the night. The Triumph then stood towards

Milford, and spying a sail, endeavoured to cut her off the land, but found it impossible; for she got into the haven, though they came up with her very fast, and she had surely been taken had the chase been any thing longer.

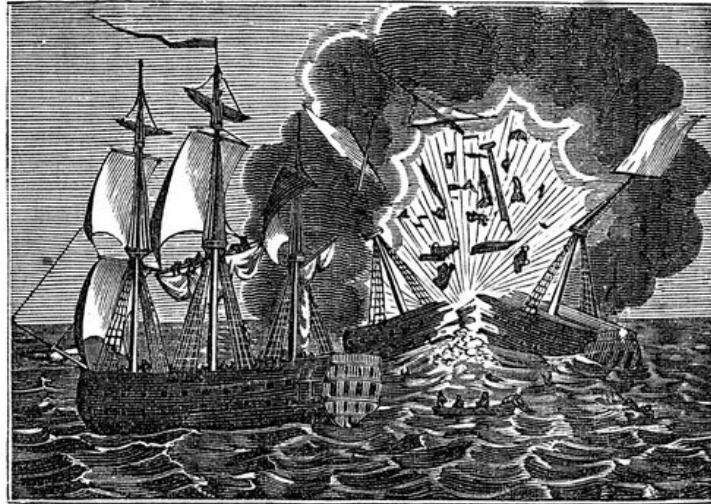
Capt. Ballardine, who took the glass, said it was the Port Royal, a Bristol ship, which left Jamaica in company with him and the Charles. They now returned to their own coast, and sold their prize at Brest, where, at his desire, they left Capt. Ballardine, and Monsieur Le Blanc made him a present of a purse with 40 *louis*^[4] for his support. His crew were also left here.

At the entrance into this harbour the Triumph struck upon a rock, but received no damage. This entrance, called Gonlet, is very dangerous on account of the number of rocks which lie on each side under water, though the harbour is certainly the best in France. The mouth of the harbour is defended by a strong castle; the town is well fortified, and has a citadel for its farther defence, which is of considerable strength. In 1694 the English attempted a descent, but did not find their market, for they were beat off with the loss of their general, and a great many men. From hence the Triumph returned to Rochelle, and in a month after, our volunteers, who went on board the Victoire, took their departure for Martinico and Guadaloupe. They met with nothing in their voyage thither worth noting. I shall only observe, that signior Caraccioli, who was as ambitious as he was irreligious, had, by this time, made a perfect deist of Misson, and thereby convinced him, that all religion was no other than human policy. But his arguments on this head are too long, and too dangerous to translate; and as they are worked up with great subtlety, they may be pernicious to weak men, who cannot discover their fallacy, or who, finding them agreeable to their inclinations, would be glad to shake off the yoke of the christian religion, which galls and curbs their passions, and would not give themselves the trouble to examine them to

the bottom, but give it to what pleases, glad of finding some excuse to their consciences.

As he had privately held these discourses among the crew, he had gained a number of proselytes, who looked upon him as a new prophet risen up to reform the abuses in religion; and a great number being Rochellers, and, as yet, tainted with Calvinism, his doctrine was the more readily embraced. When he had experienced the affects of his religious arguments, he fell upon government, and showed, that every man was born free, and had as much right to what would support him, as to the air he respired. A contrary way of arguing would be accusing the deity with cruelty and injustice, for he brought into the world no man to pass a life of penury, and to miserably want a necessary support; that the vast difference between man and man, one wallowing in luxury, and the other in the most pinching necessity, was owing only to avarice and ambition on the one hand, and a pusillanimous subjection on the other; that at first no other than a natural was known a paternal government, every father was the head, the prince and monarch of his family, and obedience to such was both just and easy, for a father had compassionate tenderness for his children; but ambition creeping in by degrees, the stronger family set upon and enslaved the weaker; and this additional strength over-run a third, by every conquest gathering force to make others, and this was the first foundation of monarchy. Pride increasing with power, man usurped the prerogative of God, over his creatures, that of depriving them of life, which was a privilege no one had over his own; for as he did not come into the world by his own election, he ought to stay the determined time of his creator; that indeed, death given in war, was by the law of nature allowable, because it is for the preservation of our own lives; but no crime ought to be thus punished, nor indeed any war undertaken, but in defence of our natural

right, which is such a share of earth as is necessary for our support.



Engagement between the Victoire and Winchelsea.—The Winchelsea blew up. Page [12](#).

These topics he often declaimed on, and very often advised with Misson about the setting up for themselves; he was as ambitious as the other, and as resolute. Caraccioli and Misson were by this, expert mariners, and very capable of managing a ship; Caraccioli had sounded a great many of the men on this subject, and found them very inclinable to listen to him. An accident happened which gave Caraccioli a fair opportunity to put his designs in execution, and he laid hold of it. They went off Martinico on a cruise, and met with the Winchelsea, an English man of war of 40 guns, commanded by Capt. Jones; they made for each other, and a very smart engagement followed; the first broadside killed the captain, second captain, and the three lieutenants, on board the Victoire, and left only the master, who would have struck, but Misson took up the sword, ordered Caraccioli to act as lieutenant, and encouraging the men fought the ship

six glasses, when by some accident the Winchelsea blew up, and not a man was saved but Lieut. Franklin, whom the French boats took up, and he died in two days. None ever knew before this manuscript fell into my hands, how the Winchelsea was lost; for her head being driven ashore at Antigua, and a great storm having happened a few days before it was found, it was concluded, that she foundered in that storm. After this engagement, Caraccioli came to Misson and saluted him captain, and desired to know if he would choose a momentary or a lasting command, that he must now determine, for at his return to Martinico it would be too late; and he might depend upon the ship he fought and saved being given to another, and they would think him well rewarded if made a lieutenant which piece of justice he doubted; that he had his fortune in his hands, which he might either keep or let go; if he made choice of the latter, he must never again expect she would court him to accept her favours; that he ought to set before his eyes his circumstances, as a younger brother of a good family, but nothing to support his character; and the many years he must serve at the expense of his blood before he could make any figure in the world, and consider the wide difference between the commanding and being commanded; that he might with the ship he had under foot, and the brave fellows under command, bid defiance to the power of Europe, enjoy every thing he wished, reign sovereign of the Southern Seas, and lawfully make war on all the world, since it would deprive him of that liberty to which he had a right by the laws of nature, that he might in time, become as great as Alexander was to the Persians: and by increasing his forces by captures, he would every day strengthen the justice of his cause, for who has power is always in the right. That Harry the fourth and Harry the seventh, attempted and succeeded in their enterprises on the crown of England, yet their forces did not equal his. Mahomet with a few camel drivers, founded the Ottoman

empire; and Darius, with no more than six or seven companions, got possession of that of Persia.

In a word, he said so much that Misson resolved to follow his advice, and calling up all hands, he told them, "That a great number of them had resolved with him upon a life of liberty, and had done him the honor to create him chief; that he designed to force no man, and be guilty of that injustice he blamed in others[3q]; therefore, if any were averse to the following his fortune, which he promised should be the same to all, he desired they would declare themselves, and he would set them ashore, whence they might return with conveniency." Having made an end, they one and all cried, "*Vive le Captain Misson et son Lieutenant le savant Caraccioli*"—*God bless Captain Misson and his learned Lieutenant Caraccioli*. Misson thanked them for the honor they conferred upon him, and promised he would use the power they gave for the public good only, and hoped as they had the bravery to assert their liberty, they would be as unanimous in the preservation of it, and stand by him in what should be found expedient for the good of all; that he was their friend and companion, and should never exert his power, or think himself other than their comrade, but when the necessity of affairs should oblige him.

They shouted a second time, *Vive le Capitain*: he, after this, desired they would choose their subaltern officers, and give them power to consult and conclude upon what might be for the common interest, and bind themselves down by an oath to agree to what such officers and he should determine; this they readily gave in to. The schoolmaster they chose for second lieutenant, Jean Besace they nominated for third, and the boatswain, and a quarter master, named Mathieu le Tondu, with the gunner they desired might be their representatives in council. The choice was approved, and that every thing might pass methodically, and with general approbation, they were called into the great cabin, and the

question put, *What course they should steer?* The captain proposed the Spanish coast as the most probable to afford them rich prizes. This was agreed upon by all. The boatswain then asked what colours they should fight under, and advised black as the most terrifying, but Caraccioli objected, "that they were no pirates, but men who were resolved to assert that liberty which God and nature gave them, and own no subjection to any, farther than was for the common good of all: that indeed obedience to governors was necessary, when they knew and acted up to the duty of their function; were vigilant guardians of the people's rights and liberties; saw that justice was equally distributed; were barriers against the rich and powerful, when they attempted to oppress the weaker; when they suffered none on the one hand to grow immensely rich, either by his own or his ancestor's encroachments: nor on the other, to be wretchedly miserable, either by falling, into the hands of villains, unmerciful creditors, or other misfortunes; while he had eyes impartial, and allowed nothing but merit to distinguish between man and man; and instead of being a burthen to the people by his luxurious life, he was by his care for, and protection of them, a real father, and in everything acted with the equal and impartial justice of a parent: but when a governor, who is the minister of the people, thinks himself raised to this dignity, that he may spend his days in pomp and luxury, looking upon his subjects as so many slaves, created for his use and pleasure, and therefore leaves them and their affairs to the immeasurable avarice and tyranny of some one whom he has chosen for his favourite; when nothing but oppression, poverty and all the miseries of life flow from such an administration; that he lavishes away the lives and fortunes of the people, either to gratify his ambition, or to support the cause of some neighbouring prince, that he may in return, strengthen his hands should his people exert themselves in defence of their native rights; or should he

run into unnecessary wars, by the rash and thoughtless councils of his favourite, and not able to make head against the enemy he has rashly or wantonly brought upon his hands, and buy a peace (which is the present case of France, as every one knows, by supporting King James, and afterwards proclaiming his son) and drain the subject; should the people's trade be wilfully neglected, for private interests, and while their ships of war lie idle in their harbours, suffer their vessels to be taken; and the enemy not only intercepts all commerce, but insults their coasts: it speaks a generous and great soul to shake off the yoke; and if we cannot redress our wrongs, withdraw from sharing the miseries which meaner spirits submit to, and scorn to yield to the tyranny. Such men as we, and, if the world, as experience may convince us it will, makes war upon us, the law of nature empowers us not only to be on the defensive, but also on the offensive part. As we then do not proceed upon the same ground with pirates, who are men of dissolute lives and no principles, let us scorn to take their colours; ours is a brave, a just, an innocent, and a noble cause; the cause of liberty. I therefore advise a white ensign, with liberty painted in the fly, and if you like the motto, "*a Deo a libertate*[\[7\]](#)," for God and liberty, as an emblem of our uprightness and resolution."

The cabin door was left open, and the bulk-head, which was of canvass, rolled up: the steerage being full of men, who lent an attentive ear, they cried, "*Liberty, Liberty; we are free men: Vive the brave Capt. Misson and the noble Lieut. Caraccioli!*" This short council breaking up, every thing belonging to the deceased captain, and the other officers, and men lost in the engagement, was brought upon deck and overhauled; the money ordered to be put into a chest, and the carpenter to clap on a padlock, and give a key to every one of the council; Misson telling them, all

should be in common, and the particular avarice of no one should defraud the public.

When the plate Monsieur Fourbin had, was going to the chest, the men unanimously cried out “avast! keep that out for the captain’s use, as a present from his officers and foremast men.” Misson thanked them, the plate was returned to the great cabin, and the chest secured according to orders: Misson then ordered his lieutenants and other officers to examine who among the men, were in most want of clothes, and to distribute those of the dead men impartially, which was done with the general consent and applause of the whole crew. All but the wounded being upon deck, Misson from the barricade, spoke to the following purpose, “That since they had unanimously resolved to seize upon and defend their liberty, which ambitious men had usurped, and that this could not be esteemed by impartial judges other than a just and brave resolution, he was under an obligation to recommend to them a brotherly love to each other; the banishment of all private piques and grudges, and a strict agreement and harmony among themselves; that in throwing off the yoke of tyranny, of which the action spoke an abhorrence, he hoped none would follow the example of tyrants, and turn his back upon justice; for when equity was trodden under foot, misery, confusion, and mutual distrust naturally followed.” He also advised them to remember there was a Supreme, the adoration of whom, reason and gratitude prompted us to, and our own interest would engage us (as it is best to be of the sure side, and after-life was allowed possible) to conciliate: that he was satisfied men who were born and bred in slavery, by which their spirits were broke, and were incapable of so generous a way of thinking, who, ignorant of their birth-right, and the sweets of liberty dance to the music of their chains, which was, indeed the greater part of the inhabitants of the globe, would brand this generous

crew with the invidious name of pirates, and think it meritorious to be instrumental in their destruction. Self-preservation, therefore, and not a cruel disposition, obliged him to declare war against all such as should refuse him the entry of their ports, and against all, who should not immediately surrender and give up what their necessities required; but in a more particular manner against all European ships and vessels, as concluded implacable enemies. *And I do now, said he, declare such war, and, at the same time, recommend to you, my comrades, a humane and generous behaviour, towards your prisoners; which will appear by so much more the effects of a noble soul, as we are satisfied we should not meet the same treatment should our ill fortune, or more properly our disunion, or want of courage, give us up to their mercy.*

After this, he required a muster should be made, and there were able hands two hundred, and thirty-five sick and wounded. As they were mustered, they were sworn. After affairs were thus settled, they shaped their course for the Spanish West-Indies, but resolved in the way, to take a week or ten days' cruise in the windward passage from Jamaica, because most merchantmen, which were good sailers, and did not stay for convoy, took this as the shorter cut for England.

Off St. Christopher's they took an English sloop becalmed, with their boats. They took out of her a couple of puncheons of rum, and half a dozen hogsheads of sugar. She was a New-England sloop, bound for Boston, and without offering the least violence to the men, or stripping them, they let her go. The master of the sloop was Thomas Butler, who owned he never met with so candid an enemy as the French man of war, which took him the day he left St. Christophers. They met with no other booty in their way, till they came upon their station, when after three days, they saw a sloop which had the impudence to give them chase. Capt. Misson asked

what could be the meaning of the sloop standing for them? One of the men who was acquainted with the West-Indies, told him, it was a Jamaica privateer, and he should not wonder, if he clapped him aboard. "I am," said he, "no stranger to their way of working, and this despicable fellow, as those who don't know a Jamaica privateer may think him, it is ten to one will give you some trouble. It now grows towards evening, and you'll find as soon as he has discovered your force, he'll keep out of the reach of your guns till the 12 o'clock watch is changed at night, and he'll then attempt to clap you aboard, with hopes to carry you in the hurry: wherefore, captain, if you will give me leave to advise you, let every man have his small arms; and at 12, let the bell ring as usual, and rather more noise than ordinary be made, as if the one watch was turning in, and the other out, in a confusion and hurry, and I'll engage he will venture to enter his men." The fellow's advice was approved and resolved upon, and the sloop worked as he said she would; for upon coming near enough to make out distinctly the force of the Victoire, on her throwing out French colours, she, the sloop, clapped upon a wind, and the Victoire gave chase, but without hopes of gaining upon her; she went so well to windward, that she could spare the ship some points in her sheet, and yet wrong her: at dusk of the evening, the French had lost sight of her, but about 11 at night, they saw her hankering up on their weather bow, which confirmed the sailor's opinion, that she would attempt to board them, as she did at the pretended change of the watch; there being little or no wind, she lashed to the bowsprit of the Victoire, and entered her men, who were very quietly taken, as they entered, and tumbled down the fore-hatch where they were received by others, and bound without noise. Not one of the privateersmen was killed, few hurt, and only one Frenchman wounded. The Victoire, seeing the better part of the sloop's men secured, they boarded in their turn, when the privateersmen, suspecting some

stratagem, were endeavouring to cut their lashing and get off. Thus the Englishmen caught a Tartar. The prisoners being all secured, the captain charged his men not to discover, through a desire of augmenting their number, the account they were upon.

The next morning Monsieur Misson called for the captain of the privateer, and told him, he could not but allow him a brave fellow, to venture upon a ship of his countenance, and for that reason he should meet treatment which men of his profession seldom afforded the prisoners they made. He asked him how long he had been out, what was his name, and what he had on board? He answered he was but just come out, that he was the first sail he had met with, and should have thought himself altogether as lucky not to have spoke with him; that his name was Harry Ramsey, and what he had on board were rags, powder, ball, and some few half ankers of rum. Ramsey was ordered into the gun-room, and a council was held in the public manner aforesaid, the bulk-head of the great cabin being rolled up. On their conclusion, the captain of the privateer was called in again, when Capt. Misson told him, he would return him his sloop, and restore him and his men to their liberty, without stripping or plundering them of any thing, but what prudence obliged him to, their ammunition and small arms, if he would give him his word and honour, and his men take an oath, not to go out on the privateer account in six months after they left him: that he did not design to continue on that station above a week longer, at the expiration of which time, he would let them go.

Ramsay, who had a new sloop, did not expect this favour which he thanked him for, and promised punctually to comply with the injunction, which his men as readily swore to, though they had no design to keep the oath. The time being expired, he and his men were put on board their own sloop. At going over the ship's side, Ramsay begged

Monsieur Misson would allow him powder for a salute, by way of thanks; but he answered him, the ceremony was needless, and he expected no other return than that of keeping his word, which indeed Ramsay did. Some of his men had found it more to their advantage to have been as religious.

At parting Ramsey gave the ship three cheers, and Misson had the complaisance to return one, which Ramsay answering with three more, made the best of his way for Jamaica, and at the east end of the island met with the Diana, who, upon advice, turned back.

The Victoire steered for Carthagena, off which port they cruised some days, but meeting with nothing in those seas, they made for Porto Bello^[6]; in their way they met with two Dutch traders, who had letters-of-marque^[5], and were just come upon the coast, the one had 20, the other 24 guns; Misson engaged them, and they defended themselves with a great deal of resolution and gallantry; and as they were manned apeak, he durst not venture to board either of them, for fear of being at the same time boarded by the other. His weight of metal gave him a great advantage over the Dutch, though they were two to one; besides, their business, as they had cargoes, was to get off, if possible, wherefore they made a running fight, though they took care to stick close to one another.

They maintained the fight for above six hours, when Misson, enraged at this obstinacy, and fearing, if by accident they should bring a mast, or top-mast by the board, they would get from him, he was resolved to sink the larger ship of the two, and accordingly ordered his men to bring all their guns to bear a midship, then running close along side of him, to raise their metal, his orders being punctually obeyed, he poured in a broadside, which opened such a gap in the

Dutch ship that she went directly to the bottom, and every man perished.

He then manned his bowsprit, brought his sprit sail yard fore and aft, and resolved to board the other, which the Dutch perceiving, and terrified with the unhappy fate of their comrade, thought a farther resistance vain, and immediately struck. Misson gave them good quarters, though he was enraged at the loss of thirteen men killed outright, beside nine wounded, of which six died. They found on board a great quantity of gold and silver lace, brocade silks, silk stockings, bales of broadcloth, baizes of all colours, and osnaburgs.

A consultation being held, it was resolved Capt. Misson should take the name of Fourbin, and returning to Carthagena, dispose of his prize, and set his prisoners ashore. Accordingly they plied to the eastward, and came to an anchor between Boca Chicca fort, and the town, for they did not think it expedient to enter the harbour. The barge was manned, and Caraccioli, with the name of D'Aubigny, the first lieutenant, who was killed in the engagement with the Winchelsea, and his commission in his pocket, went ashore with a letter to the governor, signed Fourbin, whose character, for fear of the worst was exactly counterfeited. The purport of his letter was, that having discretionary orders to cruise for three months, and hearing the English infested his coast he was come in search of them, and had met two Dutchmen, one of which he had sunk, the other he made prize of. That his limited time being near expired, he should be obliged to his excellency, if he would send on board him such merchants as were willing to take the ship and cargo off his hands, of which he had sent the Dutch invoice. Don Joseph de la Zerda, the then governor, received the lieutenant (who sent back the barge at landing) very civilly, and agreed to take the prisoners ashore, and do every thing that was required of him; and ordering fresh

17th–18th centuries; their monetary value varied by time and place, but they were commonly counted as a standard silver coin in maritime commerce.

23 A 'sequin' (also zecchino) refers to a gold coin used in Mediterranean and Near Eastern trade from the late medieval period onward; the exact value of '50,000 sequins' would have varied historically depending on weight and local valuation.

24 A lighterman was a worker who operated 'lighters'—flat-bottomed boats—on rivers such as the Thames, transferring cargo and passengers between ships and shore before modern dock facilities existed.

25 This refers to another life or chapter in the same collection (the life of a person named White), i.e. an earlier or separate biography within the book rather than the author of the whole volume.

26 A Caribbean place name in the text; likely a variant spelling referring to the Grand Caimans or nearby cays in the Cayman/Jamaica region, used here as an anchorage or rendezvous—identification is probable but not certain.

27 A small sailing vessel used for 'turtling'—the hunting and transport of sea turtles and their products, a common coastal Caribbean enterprise in the period.

28 A periagua is a small, flat-bottomed boat or canoe used in the Spanish Caribbean and parts of the Americas, often propelled by paddles or sails for fishing and coastal transport.

29 A brigantine is a two-masted vessel (foremast square-rigged, mainmast fore-and-aft rigged) commonly used in the 17th–18th centuries for trade and privateering.

30 A short, large-mouthed firearm of the period that fired shot or small projectiles at close range, used aboard ships and for defence; it is an early form of a shotgun.

31 The yard arm is the outer part of a horizontal spar (yard) on a square-rigged ship; 'hanged at the yard arm' refers to the practice of executing and displaying a person suspended from this spar.

32 To 'maroon' someone was to abandon them on a desolate island or remote place as punishment or exile; the verb gave rise to the noun 'marooned' for someone left stranded.

33 A privately owned armed ship authorized by a government (by a letter of marque) to capture enemy merchant vessels; in the 17th–18th centuries privateering was a legally sanctioned form of maritime warfare distinct from outright piracy.

34 Short for 'impressed' or 'impressment', the practice by which naval authorities forcibly enlisted sailors into service (commonly used by the British Royal Navy in the 17th–19th centuries), often taking men from merchant ships or ashore without consent.

35 A Spanish term (variant of 'guarda costas') for armed coastal patrol or privateer vessels commissioned to protect shorelines and intercept enemy or smuggling ships; here it denotes a well-armed Spanish coastal warship.

36 A form of 'barca-longa', a small two-masted coastal vessel used in the Mediterranean and Atlantic in the 17th–18th centuries for fishing, trade or light naval work; in this account a barcalonga is armed (ten guns) and used for cruising.

37 A ship made 'free' in pirate practice meant the crew agreed that every man would receive equal shares of any prizes taken, an egalitarian prize-sharing arrangement common on pirate or freebooting vessels.

38 A distilled alcoholic spirit produced in South and Southeast Asia from palm sap, rice, or sugarcane molasses; arrack was a widely traded beverage and commodity in the Indian Ocean world during this period.

39 Woodes Rogers (1679–1732) was an English privateer and the crown-appointed governor and Vice-Admiral of the Bahamas who led the 1718 royal effort to suppress piracy and administer the offered pardons to surrendered pirates.

40 This refers to a royal proclamation (issued in 1717–1718) that offered a general pardon—sometimes called the 'King's Pardon' or 'Act of Grace'—to pirates who surrendered by a specified deadline, as part of efforts to end the Golden Age of Piracy.

41 Harbour-Island is a small island in the Bahamas near New Providence (the island containing Nassau), historically used as a local anchorage and refuge by sailors and pirates in the early 18th century.

42 'Governor Sawney' is a derisive nickname used by the pirates in the narrative for an old man who lived in a hut; 'Sawney' is an old Scots diminutive for Alexander and here indicates a mock title rather than an official governorship.

43 John 'Calico Jack' Rackham (active c. 1718–1720) was a noted English pirate nicknamed 'Calico' for his clothing; he served under Charles Vane, later captained his own vessel, and is historically associated with crew members Ann Bonny and Mary Read before his capture and execution.

44 Marooning was a common punitive practice among pirates meaning to leave someone stranded on an uninhabited island or coast, effectively abandoning them without adequate supplies; it was intended as punishment or exile and often led to death.

45 Woodes Rogers was an early 18th-century English sea captain and privateer who served as Royal Governor of the Bahamas and is historically known for efforts to re-establish colonial authority and suppress piracy there (notably around 1718).

46 Refers to Commodore David Porter (1780–1843), a United States Navy officer who led an anti-piracy squadron in the West Indies in the early 1820s and commanded steam and sail vessels (including the steamer Enterprize) during operations around Cuba.

47 Likely refers to Jean Lafitte, a well-known privateer and pirate active in the Gulf of Mexico in the early 19th century, famed for bases at Baratavia and Galveston; contemporary reports place his activities and reputed death in the 1820s.

48 A town and small port on the south side of Havana Bay, across from central Havana, historically used as an anchorage and frequently mentioned in 19th-century accounts of shipping and piracy around Havana.

49 The 19th-century English name for the island south of Cuba now called Isla de la Juventud; the name 'Isle of Pines' appears commonly in Anglo-American sources of the period.

50 Specie refers to money in the form of coins made from precious metals (typically gold or silver), as opposed to paper currency; it was a common term in 19th-century financial and maritime contexts.