

H^{rs} Mary Hearse
No. 13
LIVES AND CONFESSIONS

OF

**JOHN WILLIAMS,
FRANCIS FREDERICK,
JOHN P. ROG,
AND
PETER PETERSON,**

WHO WERE TRIED AT THE UNITED STATES CIRCUIT COURT
IN BOSTON, FOR

MURDER & PIRACY;

SENTENCED TO BE EXECUTED JAN. 21, 1819; AND AFTER-
WARDS REPRIEVED TILL

Feb. 18, 1819.



Justice, in compassion to mankind, cuts off the offender; by one
such example to secure thousands from future ruin.

GEORGE BARNWELL.



BOSTON:

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DISTRICT OF MASSACHUSETTS, TO WIT :

DISTRICT CLERK'S OFFICE.

(L. S.) BE IT REMEMBERED, That on the fifteenth day of February, A. D. 1819, and in the forty-third year of the Independence of the United States of America, Joseph T. Buckingham, of the said district, hath deposited in this office the title of a Book, the right whereof he claims as proprietor, in the words following, to wit :

“Lives and Confessions of John Williams, Francis Frederick, John P. Rog, and Peter Peterson, who were tried at the United States Circuit Court in Boston, for Murder and Piracy ; sentenced to be executed Jan. 21, 1819 ; and afterwards reprieved till Feb. 18, 1819. *Justice, in compassion to mankind, cuts off the offender ; by one such example to secure thousands from future ruin.*”—George Barnwell.”

In conformity to the act of the Congress of the United States, entitled, “An act for the encouragement of learning, by securing the copies of Maps, Charts, and Books, to the Authors and Proprietors of such copies, during the Times therein mentioned ;” and also to an act entitled, “An act supplementary to an act, entitled, An act for the encouragement of learning, by securing the copies of Maps, Charts, and Books, to the Authors and Proprietors of such copies, during the Times therein mentioned ; and extending the benefits thereof to the Arts of Designing, Engraving and Etching Historical, and other Prints.”

JOHN W. DAVIS,

Clerk of the District of Massachusetts.

PREFACE.

THE infrequency of trials for capital offences renders them doubly interesting whenever they occur. The trial and conviction of four persons at once for so flagrant a crime as that of piracy and murder, it is believed, was till now unprecedented in New-England. The circumstance has produced great excitement in the public mind, and every one is curious to know something of the origin, education and lives of the unhappy convicts. This is a curiosity which ought to be gratified. When a human being has forfeited his life by violations of the laws of God and of man, the best, and indeed the only, recompense he can make to society, is to leave behind him a monument of caution to others; and, by exhibiting to survivors and posterity, his own entrance and progress in scenes of vice and wickedness, admonish them to beware of the most distant approach to those paths which inevitably lead to destruction. It is presumed that no argument can be necessary to enforce this position, at the present time, when the perpetration of murders and robberies, both by sea and land is prevailing beyond all former example.

The reader may be assured that the sketches given in the following pages were taken from the declaration of the persons themselves, whose lives they purport to be; and that they have been compared with documents transmitted from the civil authority in Denmark, where three of the prisoners had undergone severe examination. There will undoubtedly be perceived a slight discrepancy in the relations of these men, relative to the transactions on board the *Plattsburg*; but probably no more than would arise from the narratives of any other persons, respecting such a scene of tumult and guilt, in which all were partakers, or likely to be involved. It is believed that there is no wilful concealment or violations of truth in any of them. They were made at a time when such con-

cealment or violation could afford no prospect of benefit, and when the practice of fraud could only increase the terrors of future punishment.

It is hoped that the melancholy, the shocking spectacle of three human beings, cut off from the world by the hand of justice in the maturity of life, and one who has not yet reached that period, will be a salutary warning to others. If their example and their fate should arrest the progress of any who may, from natural inclination or accidental circumstances, be led into the downhill path of perdition, they will not perhaps have suffered in vain.



☞ At a quarter past 11 o'clock, this morning, (February 18,) the prisoners will be taken from the gaol to the place of execution. The following will be the

Order of the Procession.

DEPUTY-MARSHALL,
on Horseback, with the Silver Oar.

DEPUTY-SHERIFFS, on Horseback.

SURGEON and OFFICER OF POLICE, in a Carriage.

Two Constables on Foot.

CORONER OF SUFFOLK, on Horseback.

MARSHALL of the District, and SHERIFF of the County,
in their carriage.

Two Constables on Foot.

PRISONERS in a Carriage, accompanied by their CLERGYMAN,
and the Keeper of the Prison.

Two Constables on Foot.

Cart with Coffins.

Two Aids on Horseback.

Four Constables on each Flank with their wands.

☞ The Procession will pass down Court-Street, through State, India, Custom-House, and Milk-Streets, to the Main Street, and thence to the place of execution.

JOHN WILLIAMS.

I, JOHN WILLIAMS, was born at the village of Chazee, in New-York, the 10th of August, 1789. I remained at home till eight years of age, when my father sent me to Montreal, and put me under the care of a merchant named Fitzgerald, who sent me to school. After three years instruction in English, I was taught the French and Latin languages. I remained at this school or college, as it is there called, till I was seventeen years of age. My father then asked me what profession I would follow. I replied, I should like that of a Lawyer. Accordingly I was placed in the office of a lawyer, named John Ross. The agreement was, that my father should find me clothing and lodging, and that I should attend in his office as a clerk, from 8 in the morning till 6 in the evening, for six months, on trial ; after which a new contract was to be made.

At the end of the six months, I was accordingly articted to Mr. Ross for seven years, he engaging to teach me the business of his profession, and my father to find me board and clothing. I attended to my studies and did every thing in my power to satisfy him. After I had been there a year and a half, Mr. Ross told me he heard that I frequented bad company, and after reprimanding me severely, threatened to acquaint my father. He did so, and about three weeks after my father came to Montreal to see me. I denied the accusation ; and my father thrashed me with a horsewhip till he was quite exhausted. I refused to do any more duty in Ross's office, in consequence of which I was thrown into gaol.

The next day my father and Ross came to see me and offered to release me if I would return to my employment. I replied, that I would sooner stay seven years in prison. They went away, and I saw no more of them for three weeks. As I constantly refused to return to Ross's office, I was at length liberated, and went with my father to Mr. Fitzgerald, where I was again reprimanded.

With the approbation of my father and Mr. Fitzgerald, I entered as a clerk in the store of a merchant by the name of M'Ky. I gave satisfaction for about six months ; when Mr. M'Ky told me he heard that I frequented bad company and kept a prostitute. Three days after I went on board a brig

called the Mayburn, with the mate of which I was acquainted, and requested a passage to Quebec. I prepared myself for starting that night; took my clothes; and then went to Mr. M'Ky's bureau and took from it 550 Spanish Dollars, being all it contained. Having got on board the brig, and secreted by the mate, we sailed next morning at 10 o'clock.

I arrived at Quebec in four days, and boarded with a Mr. Barsaloux, for three weeks. Feeling a desire to go to sea. I went on board the brig Betsey, bound to London. I agreed to wait on the cabin, and my services were to pay my passage. On the passage the brig sprung a leak, and all hands were obliged to work at the pump, and with great difficulty we made the port of Greenock in Scotland. Here the brig was unloaded, repaired, reloaded, and sailed for London again in two weeks. Being at anchor near Gravesend, the brig was boarded by a press-gang. One of the gang, Mr. Scott, asked me what countryman I was. I replied, an American. He asked for my protection, and finding I had none, said, "Mr. Independent Gentleman, get your things and go into our boat." Two of the gang then put me into their boat, and took me to their rendezvous, at Gravesend, after which I was put on board of a receiving ship, called the Enterprize, in London. For some rude language to the officers, I was stripped and received three dozen with a cat o'nine tails. After staying here three weeks, I was put aboard a tender, carried to Sheerness, and put aboard a guard-ship called the Namur.

Two or three weeks after, I was draughted on board his majesty's brig Zenobia, commanded by Capt. George M'Kenzie, 18 guns, bound on a cruise to the North Sea. We had, during our cruise, an action with a large French store-ship, coming out of the Texel and bound to the Isle of France. The action was bloody and lasted about an hour, when the store-ship was captured. Her name was La Haine, Joseph Victor commander, 28 guns, 110 men. We sailed for the Downs with our prize, and arrived there in 48 hours.

Our treatment, on board the man of war, was very disagreeable to me. I was soon put on board a jolly boat, as one of the crew; and agreed with a young man, called Thomas Parker, to run away. We went ashore with the boat and started from the Downs for London. We arrived at Maidstone, unmolested. Being much fatigued with 10 hours' travelling, without refreshment, we called at a public house. Three mariners soon came in disguised in the dress of countrymen, and began to question us, as to what ship we belonged, &c. Three others soon entered in their full uniform, and did the same. I told them I left a merchant ship at the Downs, and was going to London. One of them said, that I was a runaway from a man-of-war, and must go with them to their Captain of Marines. I was very strictly examined by the Captain, who

told us that it was his duty to send us, either to Chatham or the Downs. I told him, I chose to go to Chatham, as it was nearer to London; that I was an American, and never on board a man-of-war. We were hand-cuff'd, conducted to Chatham, and put on board a Hospital ship. Having no protection, I was kept on board 5 days, with my companion, when we were draughted on board the Spitfire, lying at Sheerness. Three days after, we went on a cruise of six weeks to the North Seas; then were relieved, came to Portsmouth, and cast anchor at Spithead. I was put on board the second Cutter, and, a fortnight after, deserted with one Thomas Gregory, and left Portsmouth for London. Gregory had about him between 50 and 60*l*. Having travelled about 7 miles, we took seats in a baggage waggon, and arrived in London, unmolested, and went to Wapping, to a boarding-house, kept by a Mr. Pierson. I remained in London 5 weeks; then shipped on board the schooner Zephyr, bound to St. Michael's. Four months after, I returned to my former boarding house, in London, and staid two days; then went in the stage to Liverpool, and put up at a boarding house, kept by William Cook, with a very small stock of money in my possession. As the press-gangs were very busy at this time and place, I confined myself to the house 4 or 5 days.

Being very impatient of this confinement, and understanding the French language perfectly, I determined to assume the character of a Frenchman, change my name to Joseph Antoine, and venture abroad. I, accordingly, made an agreement with my landlord, who could speak French; that, if I should be pressed, he should come to the rendezvous, speak to me only in French, and assert, that I was ignorant of the English language. I did this, preferring a French prison to an English man-of-war.

I went out at 7 o'clock in the evening; and passing along George's Dock, was siezed by the jacket, surrounded by 14 men, and accosted with, "what countryman are you?" I spoke to them in French. With many threats, they ordered me to speak English. I still persisted in speaking French only. They took me to the rendezvous, where I was kept in a small room till morning.

In the morning my landlord came to see me, and said they could do nothing with me. At 10 o'clock, I was brought before the regulating Captain and Doctor, who spoke French, and questioned me very closely. I told them, in the same language, that I belonged to the Isle of France, and gave them a very correct account of that place. The Captain told me he would try me by law, to see whether I should go on board a man-of-war or to a French prison. I told him that I understood that their king had issued a proclamation that foreigners might be employed in merchant vessels, and that I would not fight against my country.

I was taken back to my former room ; and next morning two constables took me to the coal-hole of the Exchange of Liverpool. Next day I appeared before the court, who employed an interpreter to converse with me. They told me they must write to the Admiralty in London. I was then put down again into the coal-hole, where I remained 10 weeks and 3 days, without any bed or covering, except my great coat. I remained here 5 weeks, without speaking a word of English. An Irishman, who had broken gaol, was now brought to this, as a place of safety, and he was the only company I had during my imprisonment.

At the expiration of 10 weeks and 3 days, I was called up before the court, and the Lord Mayor, Drinkwater, told my interpreter to tell me, that the Admiralty had granted my freedom ; and that the honourable regulating Capt. George Jones, should pay all my expences, and give me 20*l.* beside ; which he was obliged to do, to the amount of 34*l.*

Six weeks after I shipped in the *Susanna* of Liverpool, Capt. Ross, bound to Buenos Ayres. After being at sea 10 weeks, our bread and meal was all expended ; but the Captain, being a Scotchman, did not forget to take on board a plenty of oatmeal ; so we lived on *Bargo* alone, 4 weeks, when we arrived at our place of destination, after a long passage of 14 weeks and 5 days.

Next day Capt. Taylor, commander of the patriot brig *Laheine*, came on board, and asked, if we would volunteer for his vessel, at \$25 a month, and a share in any prizes, he might capture. Six of us enlisted, took our clothes and wages from the *Susanna*, and went on board the *Laheine*.

Three weeks after the Commander appointed me Captain of the Forecastle, and added \$5 a month to my wages. The agreement was, that we should be paid every 3 months ; at the end of which, I asked the Captain for my wages. He told me the President had no money at present, but we should be paid at the expiration of 5 months. This term being elapsed, and receiving no money, I went to the Captain and told him I would not go on board the brig any more. He gave me a note to carry to the Secretary, who told me he could not pay me, and that I ought to think myself well off. Some altercation ensuing between us, he called a guard of soldiers, and sent me to prison, where I remained 3 weeks ; at the end of which, the keeper told me to go about my business. This is all I got for my service on board the patriot brig.

Three weeks after, I shipped on board the *Ann*, of and for Baltimore, Capt. Brush, at \$40 a month. Three days after came out of the inner roads, and anchored in the outer, 7 miles from land. Here his Britannic Majesty's ship, *Laurestinus*, sent her boat on board to press hands. When I was questioned, I spoke in French. The officer of the boat asked

our Captain if I could speak English. The answer was, that I could not. "Then," said the officer, "we will teach him;" so I was dragged into their boat, and put on board the *Laurestinus*. After 3 weeks, we were relieved by his M. S. *Nereus*, and made sail for England. We arrived at Portsmouth, after a passage of 7 weeks, and anchored at Spithead.

After remaining here 10 days, we took under convoy 7 sail of merchantmen, bound to Lockerin bay, in Scotland, where we arrived, in 8 days, with our convoy. Two days after, I was called on board the barge, to go on shore for water. After reaching the shore, I took the first opportunity to escape. I started, and the Master's Mate after me. He soon came up with me. I knocked him down and jumped on him; went off with flying colours; and walked, in 10 days, over hills and through vallies 156 miles, to a place, called Weaktown, where I remained 3 days.

I took passage from hence for England, in a Lime Sloop, and arrived at White Haven, the next day. I had then about 17*l*. in money. I went into a public house, where I met with an old fisherman, named Peter Peterson, going to Liverpool, the next day. I agreed with him for my passage to that place. We sailed accordingly. Our company consisted of old P. his wife, myself, and a boy. We had pleasant weather for about 8 hours, and were very successful in fishing.

A gale now sprung up from the land, and we endeavored to put in to Lancaster. We beat about four hours, when the vessel struck on the edge of the bank, and stuck fast, for half an hour; then was adrift for 10 minutes; then struck again, several times, every 2 minutes. The water, in the vessel, gained upon us rapidly. We let go an anchor. The sea washed over us. In half an hour the cable parted. I took off the hatchway, went into the hold of the vessel, which was more than half full of water, dove, and brought up a grapling. Having no cable, we cut the trunnel rope, bent it to the grapling and let it go. The vessel thumped; and, as we checked her, the rope broke. We soon heard the cry, "I am drowning." I took off the hatchway, jumped into the water, up to my chin; found the old woman struggling in the water; and *saved her life*.

We now took the compass from the binnacle, and leaped into a two oared boat; about 3 miles distant from land. Consigning ourselves to Providence, with scarcely a ray of hope, that we should reach the shore; through indescribable dangers, we landed all alive, in about 2 hours.

Next day I took leave of the fisherman, went by land to Liverpool, and put up at my former boarding house. Here I remained 3 weeks; then shipped on board the *Barton* of Liverpool, Capt. Lucus, bound for Barbadoes. Having been at sea, a fortnight, we were boarded by a boat from H. M. S.

Bucephalus, Capt. Polly. Having no protection, I was pressed. Three weeks after, we went to Spithead. An expedition was fitting out for Flushing. Ten days after, we sailed for that place. We were ordered to Zerexie, as a look out ship, and came to anchor there.

Three days after, all our boats were sent to take a French Cutter, 3 miles up the river from Zerexie. We went up and had a battle of above an hour's duration, when Monsieur hauled down his colours. We boarded the prize of 12 guns and 60 men. We landed at Zerexie for a short time, and then returned to our ship. On going aboard, the Captain told me that I should have a flogging, next day, for disobedience of orders; which I and 5 others received, being a dozen lashes apiece. This was my prize money. Two days after arrived at Spithead.

Seven days after we sailed for the East Indies, having on board a Judge, three lawyers, and their families. We arrived at the Cape of Good Hope, after a passage of 10 weeks. Here we remained a fortnight to take in provisions and water. At the expiration of this, we were ordered to be ready to sail for India in 48 hours. I belonging to the Captain's Gig, determined to escape, at the risk of my life.

Next day, I went on shore, in the gig, to bring the Captain on board. I took this opportunity to escape to the mountain, which, with great difficulty, I ascended, through briars, and many other obstacles, and sat down on the top. Here I had a fine view of the shipping, that lay in the harbour. I had with me two pounds of bread and two handfuls of grapes. Soon after, walking in a thicket, I heard a terrible howling, and looking round, perceived a very large tiger coming towards me. I lay flat on the ground, and committed myself to Divine Providence. The tiger passed within 10 or 12 yards without noticing me.

I remained on the mountain 3 days, when I saw the frigate, to which I belonged, under sail, which to me was an extremely pleasant object. On the 4th day I went down to the town, and remained 8 days, at the boarding house of one Dowson: then shipped on board the brig Rattler, Capt. Gambler, at 8*l*. a month, bound to Rio Janeiro, in Brazil. We arrived there, after a passage of 5 weeks.

I went on shore for water, fixed my hose, reaching from the spring to my boat; when a black slave came with a bucket for water, and cast off the hose, which I had fastened. Being not at all pleased with this, I shoved him away. A soldier, who spoke Portuguese, immediately came up, and struck me with a cane. I knocked him down with my fist into the mud, which did not a little soil his white dimoty. He rose, and sung out for the guard, who instantly took me to the guard house, where I remained till next day; when I was tried before a justice,

and sent to prison for 5 weeks, to be kept on bread and water. I was confined in a large room, with a number of black slaves, and passed the most disagreeable part of my life.

My term being elapsed, I was liberated, and went to the house of one Waddle, where I enquired after the brig, and was informed, that she had sailed 5 days before. I asked, if the Captain had left any clothes for me, and was answered in the negative. Thus I was left destitute of money, and no other clothing, than what I then had on. This gentleman, pitying my situation, invited me to stay with him, till I could find employment in another vessel. I, accordingly, remained with him ten days; then shipped on board the brig, Nimrod, Captain Thompson, at 5*l*. a month, bound to Buenos Ayres, where we arrived three weeks after.

A fortnight after the brig was sold, I got my discharge, and went on shore with no more things, than a stocking would hold. Here I boarded three weeks with a Frenchman, named John Joseph; when passing along the street, somewhat intoxicated, I accidentally touched an officer or soldier with my shoulder, and a little dirty water was spattered on his white pantaloons. He immediately began to beat me with his cane with all his might. I endeavored to excuse myself, declaring it was an accident; but the more I spoke, the more he beat me. I then thought it time to defend myself; so tripped up my opponent, who fell into the mud; siezed his cane, and returned the beating with interest.

A guard of soldiers now rushed upon me, took me to the guard house, and put me in the stocks, neck, hands, and feet, for two hours. I was then taken to gaol, by order of Court, where I was confined five weeks, without money, clothes, or friends.

There were two sailors in the same room with me, who wrote to a Captain of Artillery offering to enlist under him. The next day he called at the prison, and I offering myself for the same service,—we were all three accepted, released from confinement, handsomely clothed, furnished with a sword and \$28 each, as advanced pay for two months.

Recollecting how I had been treated before, in their service, I determined to desert: so agreed, a fortnight after, with Capt. Thompson of the Dorset, for Liverpool, to ship myself under him, at \$30 a month. Three days after I went on board, sailed, and arrived at Liverpool in ten weeks, and put up at my old boarding house three weeks.

I then shipped again on board the Barton, Capt. Lucas, for Barbadoes, where we arrived, after a passage of four weeks. Here the boat of H. M. Brig Swagger, boarded us, for the purpose of impressing. Having no protection, I with nine more were pressed on board the brig.

Two months after this, war was declared between the U.

nited States and Great Britain. Upon this, I and three more went on the quarter deck, told Sir George Evans, that we were Americans ; that we would not fight against our country ; and begged him either to discharge us, or consider us, as prisoners of war. With much abusive and profane language, he ordered us forward. I persisting in pleading our cause, he seized his speaking trumpet, and struck me with it seven or eight times about the head. I saying a few words more, all hands were called up to witness punishment. I was seized up to the gangway, and received five dozen lashes on my naked back, with a cat o' nine tails ; then ordered to my duty again.

Our station was to cruise to windward of Barbadoes. Ten days after my punishment, two armed schooners came down upon us before the wind. One of them fired a Long-Tom, and both hoisted U. S. colours. I went to the Captain, told him that was the flag of my country, and that I would not fight. With much profane and threatening language, he ordered me to my quarters. I refusing to go, he ordered the first Lieutenant to put me below, betwixt decks. The schooners proved to be the Comet and Saucy Jack. They came within pistol shot, and gave us a volley of musketry, and five or six large guns. The Swagger gave them a broad side, which they returned : then hauled aft their foresheets, and went away. In the course of an hour, they were out of reach of shot. The Swagger lost two men killed and five wounded. Her main shrouds were shot away, and her mainmast a little damaged by a round shot. We bore down for Barbadoes to repair damages.

Six days after we were ordered to Trinidad. On our passage we made prize of a small smuggling schooner. I and four more were ordered to go in the prize, with the second Lieutenant and a Midshipman, to Martinique, where we arrived in seven days. The Lieutenant and Midshipman boarded on shore, leaving the prize under the care of an old man, by the name of James Thompson. Our prize was loaded with brandy and almonds.

Thompson and I went on shore and agreed with an old widow to let her have as much of the brandy, as she pleased, at \$1 1-2 a gallon. We got into the hold by loosening two planks from the bulkhead forward. A boat came alongside in the night ; we took out the brandy, filled the casks with salt water, and replaced them. This trade we carried on for a fortnight, receiving cash on delivery ; at the end of which time my dividend was \$160. Two days after I took French leave of my companions ; and, with my clothes and prize money, went off in a small coaster, bound to St. Thomas's, which place we reached, after nine days' run, where I put up at a boarding house.

Here lay between 400 and 500 sail of vessels, many of which were men of war. The convoy was under sailing orders, seamen in great demand, and wages uncommonly high. Two days after, I shipped on board the schooner Flying Fish, Capt. Moore, bound to Bermuda, for 17*l*. by the run. We arrived in ten days, and I went to a boarding house. Here I was employed six weeks, as a rigger, at \$2 1-2 a day, and board. The vessel being rigged, and ordered to Halifax, with king's stores, I shipped on board, under Capt. Morris, for 18*l*. by the run; and arrived in thirteen days. As there was a very hard pressing of seamen, at this time; I confined myself in my boarding house three weeks; then shipped in the brig Butterfly, Capt. Snider, for Quebeck, where we arrived in twenty-two days.

As pressing was going on very briskly, I thought best to enlist in the British navy to go to lake Champlain, where I might stand a chance to escape to my own country and family. I accordingly enlisted, as a seaman, for six months, at \$11 a month. I went to Isle of Nord, commanded by Capt. Pring, where I remained four months. I then ran away, and arrived at my father's house in Chazee, after an absence of almost eight years.

Having remained at home about five weeks, I grew tired of an inactive life; so went to Plattsburg, and requested to be introduced to Commodore McDonough, and my request was granted. I told the past sufferings and abuses, I had experienced, on board the British men of war; and stated my present feelings, which led me to desire satisfaction and revenge, even at the expense of the last drop of my blood. The Commodore answered me as I wished; praised the brave and manly spirit, which I exhibited; and enlisted me on board the Saratoga, under his command: adding, that if it pleased God to spare his life and mine, and give us victory in the battle, which was expected, in about five weeks, he would then discharge me.

I remained on board the Saratoga two months. On the 6th of September our look-out boat brought word, that the English fleet was lying at anchor off Chazee, thirteen miles from Plattsburg. This was very pleasant news to all our men, who seemed willing to spill their heart's blood, in defence of their country's rights. All hands were called to quarters, where we remained, all that day, and the following night.

Next morning, being Sunday, at 7 o'clock, the British fleet hove in sight, and approached us with great courage. As they came round Cumberland's head, we began to fire at them. In a quarter of an hour, they were becalmed, and cast anchor in a circular line, between 3 and 4 hundred yards from us. The bloody battle commenced, at five minutes after 8 o'clock, and lasted till forty-two minutes after 10. The event of this battle is well known.

Four days after, I waited on the Commodore for my dis-

charge, which he readily gave me, together with \$10 to drink his health. Having staid four days longer at Plattsburg, I took passage in a steam-boat for White Hall; then went to Albany, and took passage in a sloop for New-York, where I remained five weeks. This port being strictly blockaded by the British, I took the stage for Philadelphia. Three weeks after, I shipped on board a schooner, lying at Egg harbour, bound for Salem, commanded by Capt. Wilson, for \$65 by the run.

The same day that we set sail, we were obliged to cast anchor on a bar of sand in shoal water, and take a sloop alongside for the purpose of lightening our vessel, which was loaded with flour. The following night we experienced a very severe gale, which parted our cable and threw our vessel on her beam ends. At 4 o'clock in the morning, she struck several times, and then stuck fast. In about two hours, it became calm, and we were left high and dry, a mile and a half from the water's edge. Having had our run, we were discharged, and I went to Philadelphia.

I here shipped at \$45 a month for the schooner Eutaw, of Baltimore, William Dawson, Captain, bound to St. Bartholomew's, and, two days after, went on board. The night we were to sail, it froze so hard, that the vessel could not be released from the ice, under two months and a half. During this time, we heard the news of peace, between Great Britain and the United States. We then proceeded on our voyage, and five months and a half after, returned to Baltimore. Here I boarded with one John Hutson, in Bond Street, for two weeks: then shipped on board the ship Virgin, Capt. William More, bound to London: returned to Baltimore in the course of six months and a half, and staid at my former boarding house five weeks.

I next shipped in the schooner, Swift, Capt. William Hacket, for Buenos Ayres. On our passage, many quarrels took place, between the Captain and crew. At the expiration of ten weeks and three days, we arrived at our place of destination. Five days after our arrival, the crew swore they would land and not return in the vessel: that if they could not have better usage, they would heave the Captain overboard, if they did conclude to return with him, &c.

The next day some of the crew fell out with the mate, Mr. Spiers, of Baltimore, eight of whom took their things, put them into the long boat, and notwithstanding all the attempts of the mate to stop them, went to the town of Buenos Ayres.

The Captain, though he might easily have procured more, took only three hands, in room of the eight who had left us; and after thirteen weeks and two days, we sailed for Baltimore. After being at sea seven or eight days, he began to treat us as before—as slaves; and even to strike us. About six weeks after we were out, I was reefing the foretop sail, when he began to damn us, on all quarters, and calling us a

parcel of soldiers. When we came down he began to curse us again. I, being high spirited, told him that I had seen a little of the world ; had been on board schooners and ships, before now ; and that this was the first time I was ever called a soldier. He called me a damn'd rascal, bade me hold my tongue, or he would knock my brains out with a handspike. In the mean time he took hold of the maintopsail clue line and struck me. I told him, if he struck me again, I would resent it, for I was not an apprentice, and thought myself as good as he. He instantly jumped into the cabin, loaded a pair of pistols, came on deck and swore he would shoot me or any other man, who offered to say another word. I stood by the mainmast, opened my waistcoat and said to him "fire, damn you ; do'nt be a coward ; but mind, if you miss me, I will not miss you." This appeared to intimidate him ; so, saying a few words, he returned to the cabin, and there was no more difficulty that day.

Next day, as I stood at the helm, the Captain asked me why I wished, to aggravate him. I answered that I did not ; that he ought not to let his passions so overpo wer him, as to threaten to shoot people ; that one man's life was as sweet, as another's, &c. He told me I was a good man, as ever belonged to the vessel ; that, upon reflection, he liked me the better for my good spirit ; and ordered the steward to give me a glass of grog to drink his health, which I did, and felt not the least grudge against him. I know I am of a hasty temper ; but I cannot long harbour a grudge, even against my worst enemy. We arrived at Baltimore without any more disturbance

Nine days after this, Captain Hacket sent for me and a seaman, called Daniel Went. We accordingly called on him. He told me he had got the command of a fine schooner, called the Plattsburg, bound up the straits to Smyrna, and wished to engage me to go with him. I, at first absolutely refused to go, reminding him of his former treatment, &c. He acknowledged his passions were quick, but soon over, and after many compliments and persuasions, seconded by the request of Went, I signed the articles, and put my things on board.

On the 1st of July, 1816, we set sail from Baltimore, with a cargo of coffee and about \$ 40,000 ; the Captain promising to give the sailors protections directly. We anchored several times, between this and Black River ; from which we got under way the 3d, and went out side Cape Henry. The chief mate, Frederick Yeizer, ordered John Smith to sweep the deck, which order was obeyed. Yeizer told him that was not the way to sweep. Smith answered that he had never learned or seen any other way. The mate then said "I will learn you how to speak to me, and how to sweep better : " then struck him about the head with a broomstick, and knocked him down

on deck. Smith rose, and asked him what he meant by striking him in that manner. Yeizer then seized him by the breast, and swore that he would knock his brains out. This produced a struggle; Yeizer fell, with Smith upon him. I went to take Smith by the shoulder; and asked him what he was about. The Captain seized a broomstick and struck me athwart the shoulder. I turned and asked what he struck me for. He told me to hold my tongue, or he would knock my brains out. I replied, if he struck me again, I would resent it. Here the pilot left us, and sail was made on the vessel, without any murmur, whatever. We left Cape Henry on the 6th and received our protections from the chief mate, who addressed us as follows. "Men, one and all, if you do your duty, as men ought to do, you will be treated, as men. But if I hear the least grumbling or murmur, whatever; I will take the trouble, myself, of making a can-o' nine tails, seize up the first man among you to the main rigging, by the two thumbs; and flog him, as long as I can stand ever him. Go forward now; you know what you have to depend upon."

I kept my eyes fixed on him, during this harrangue; and then replied. "Well, Mr. Yeizer, I have been in many different kinds of vessels before; but never have heard such expressions, from any Captain, or any other person till now. But I will tell you, my good sir, that if you, or any one else, does seize me up to the main rigging, and flog me; that it will not be good for the health of that person. I tell you, like a man; remember well, what I do tell you."

He answered, "go forward, for the present; let me have none of your jaw, or I will begin now." I replied, "begin as soon, as you like."

I went forward, and never heard one of the sailors say a word, respecting ill usage, till the 7th, when Daniel Went came to me, in the evening, and told me that he had been listening, at the fore hatchway; that Stromer, Smith, and Stacy were talking together of not standing this ill usage any longer, and of taking the schooner from the officers. I told him that I could not believe it; that it was all nonsense.

I then went forward myself to listen, and heard them talk of throwing the officers overboard. Upon this, I walked the deck with Went; told him, if they asked him to join them, to refuse; that I did not like the plan myself, and would have nothing to do with it. I told him moreover I had a great mind to inform the Captain of it. To this he objected, saying that the crew would know I was the informer, and would not think much of taking my life.

Soon after, at 8 o'clock in the evening, Stromer and Stacy said to me, "Williams, are you a man or not?" I asked what they meant. They replied, "if you are a man, will you join us and take the vessel from the officers? we are determined

to bear this ill-usage no longer. They are a set of damned rascals, and we will heave them overboard." I answered, "I will never agree to take any person's life in cold blood." Stromer called me a coward. I replied, I was not a coward, but as good a man as ever stood in his shoes, or any one's, on board the vessel. I heard no more from them that night.

Next day, seven or eight of us being down in the fore-castle, Stromer, Stacy, and Smith told me, they had found out another plan; which was, that when the officers took an observation of the sun, at noon, we should be ready with a seizes of spun yarn; go slowly aft; seize and confine them; steer for Cape Verd Island; run near the shore; hoist out the boat; give them provisions and water; put them into the boat; leave one man's hands at liberty, that he might untie the rest; and then we would take the vessel to Norway. Stromer produced letters to prove, that he had sailed, as Captain, five years out of England, and four years, out of New-York. He also exhibited charts, a quadrant, and books.

Having all of us drunk pretty freely, I, disliking our usage, joined in the plot. Smith produced a ball of spun yarn, and each man, according to my recollection, took two seizes. At twelve we all started to go aft. I went abaft the mainmast. I was just in the act of springing upon the Captain, when, looking round, I saw all the rest hanging back. I returned to Stromer; called him a coward; and threatened, if he said a word, to give him a hiding. All then went on very quiet till the 15th.

At this time Stromer came to me about 7 or 8 o'clock, in the evening, and said, "I am determined to take the vessel, this night, if you like it. In five or six days, we shall make the St. Mary Island, and set the officers on shore. Smith, Stacy, and White were present. I got in a passion, put my fist to his nose, and swore, that I would hide him, if he offered to say another word to me on the subject; that he wanted to be the downfall of me and my shipmates; and, if he said another word, I would inform the Captain. He said no more.

All was quiet, till the 22d, when it was agreed and resolved, that the murder should be committed, as it has happened. In this plot all the crew agreed, except the cook, and Samberson, who were ignorant of it. Nathaniel White, indeed took part in the first plan, but uttered nothing. Afterwards he said that he would not take part in it, but would assist in working the ship, and betray nothing. Concerning the portion of the money nothing was agreed, as nobody rightly knew how much there was on board.

The agreement was, that there should be cried out from the head, "A SAIL;" and I, by the foremast was to repeat it, which should be the signal, and oblige the officers to come forward. Rog was to attack Yeizer; and, if he failed, Frank was to

knock down Rog. The reason of this was, that there was not much reliance placed on Rog; as the agreement was only made by Stromer in the German and Danish languages.

At the time appointed Peterson cried A SAIL, which I repeated. Both the mates came forward; and Yeizer, as I afterwards heard was thrown overboard by Rog and Frank, and as he was entangled in the jib guy, Stromer cut the rope, as he expressly told me afterwards. Tippo wounded Onion with an axe. As he fell at my feet, I seized him. I had in my hand a wooden handle of an axe, which I lost.

At this moment the Captain came on deck. I left Onion and struck him, the Captain, on the breast. He asked what the matter was. Upon this, Smith struck the Captain with a handspike, so that he fell on the gunnel, and was immediately thrown overboard by Smith and Johnson. My intention was to beat the captain with the axehandle, if I had not lost it.

I know not who murdered the supercargo; but am sure that Stromer had a part in it; and had a stocking with a stone in it for a weapon. No other weapons were used but this, and handspikes. I had previously to this been a little intoxicated; but had slept, and at the time was sober, as were all the rest of the crew. I believe Frank to have been the most violent of the instigators, as I slept that night opposite to him, in the fore-castle, and heard him say, several times, that he could not sleep quietly, for thinking constantly on the money; and speaking with the greatest indifference of killing a man.

Onion was before addicted to drinking, and had provided himself with a bottle of whiskey, in possession of which he was found in the bread locker. When Onion was found, I addressed myself to Stromer, begging that his life might be saved, which he left wholly at my disposal.

About twenty minutes after, I saw Onion was intoxicated, and advised him to go below and sleep; promising to call him, if he should be wanted. I did not call him, till next morning, at 8 o'clock, when all hands were turned up. Stromer, myself, and Onion went to breakfast together; and Samberson waited on us. Onion asked Stromer, if he knew how many boxes of money were on board. Stromer said no. "I do," said Onion; "and what is the reason you did not let me know that you meant to take the vessel? for I would have helped you with all my heart. The Captain and Mate have used me very ill; and they are rightly served. Let me have some hands, and I will go down under the cabin floor, in the run, and hand up the money."

After breakfast Stromer ordered some hands to assist Onion in getting the money. Onion handed the boxes out of the run to Rog; Rog handed them to Samberson, on the ladder, who placed them on deck. Onion came up, took an axe,

broke open the boxes, nineteen in number, and we shared the money equally, about \$3000 apiece. I saw every man take his share, without any objection. When Stromer, myself, and Onion were at dinner, Stromer observed that he had some poison in his chest, bought in Baltimore, on purpose for this business, and that he had dropped some into the Coffee kettle, which had no operation. He asked, if I had been acquainted with the Captain before. I answered "yes, to my sorrow;" for I felt in the bottom of my heart, that this was my downfall. I, however, endeavored to appear in good spirits.

We now agreed, that I should alter the Log Book, which I did upon Onion's showing me how to do it. Onion sustained little injury, from the blow he had received; did as much as any one on board; and shared in the clothes and watches of the Captain, mate, and supercargo. Stromer took the name of Hacket and I that of Yeizer, for eight days, when I resumed my own, and Onion that of Yeizer and took his protection. Three or four days after Onion altered two letters from Mr. McKim, one to Capt. Hacket, and the other to a merchant in Smyrna, which he made out for a merchant in Bremen.

We arrived at Norway, twenty-two days after taking possession of the vessel, and anchored at Cleveland on the 13th, August. The custom house boat came alongside, and Stromer went on shore with the papers. I could not prevent the crew from going on shore, when they pleased. Next day I received a letter from Stromer, stating that he had agreed with the American Consul, Gascar, to let him have the whole of the Coffee, which was to be smuggled. We made the custom house officer drunk, and, a little after midnight, one Capt. Tiesland came with a boat and letter for fifty-six bags of Coffee. Onion assisted in getting out the Coffee. Next day a sloop came alongside, with a letter from Stromer, and took 300 bags of Coffee and twelve casks of bread.

All went on well, till the 23d, when a police officer came on board, with eight men, from Christiansand, seized the vessel, and warped her round to the American Consul's wharf, at Mandal. I immediately went on shore, in search of Stromer, but could not find him; so returned on board. Onion and myself, fearing the crew on shore might be the means of our being detected, agreed to get off, as soon as possible. We took passage that night in a sloop for Copenhagen, Capt. Roulson, and arrived there in four days. As we had no passes, we agreed with Capt. R. to apologize for us to the police officers. Onion, myself, and Samberson went on shore with Capt. R. waited on the police master, who told us, there was nothing out of the way; so we went to board at the house of one Capt. Nelson.

We then told Samberson to look out for another house; for it was not customary, in America, for whites and blacks, to

mess together. He went away, not very well pleased. Next day he came to us and asked us to come to the American Consul with him. After some conversation, we agreed to go. We told the Consul we had followed the seas; but were now merchants. He observed that they were very strict, in that country; and asked for our papers. We showed our protections, and, at his request, left them with him, to show his father, who was chief consul and he a deputy. Samberson then left us, and I never saw him afterwards, till we were arrested.

A few days after, Onion and I, fearing news might come from Norway respecting us, agreed to charter a small vessel, endeavour to smuggle a cargo into some port of Norway, and then steer for England. We agreed with one Captain John Nelson accordingly, and put on board his sloop \$ 2000 worth of Rum and Sugar, agreeing to pay him 3000 rix dollars.

Every thing being ready, we went to the consul for our protections. He received us very politely, gave us a letter, and told us our protections were inclosed; and that it was his duty to send a letter to the police, to prove that we were Americans. I fearing some trick, proposed to Onion to open the letter; but he objected, and we delivered it to the police. Onion was taken into a separate room and questioned for half an hour; when he came back, I went through a similar examination. The police master told me that my story did not agree with my partner's; and it was his duty to see us arrested for the night. We were accordingly confined in separate rooms. Next day I was called up before the police master. The first question was, "Where is Captain Hacket, and where is Mr. Yeizer, and the supercargo?" I answered, that I left them in Norway. After a few words more, Samberson was called in. He was asked, if I was a man that belonged to the vessel Plattsburg. He answered yes. I denied it. Onion was then called in, and asked the same question. At first he denied it; but in a few minutes confessed the whole. I then owned the whole, that I had done.

I was kept in prison in Copenhagen, a little over two years, most of the time in irons; when the United States ship Hornet came and took us on board, August 29th, 1818. After about three months' passage, we arrived in Boston. I was in irons, during the passage, hands and feet; confined, like a bird, in a cage; and half starved. After our arrival, I lay in gaol nearly a month, when I received my trial; was found guilty; and sentenced to suffer death, on the 21st of January 1819.

The foregoing Narrative was abridged, in some degree, from a M S. in Williams's own hand writing. His chirography is very handsome; but his language, punctuation, &c. needed considerable correction. On the 21st of January 1819,

the day first appointed for execution, he and the compiler read and examined it carefully together. Having gone through with it, he thanked the compiler for his assistance, and solemnly declared before witness, as a dying man, that it was substantially true. He then spoke nearly in the following words; which he requested might be published.

“This is the day, on which I was to have been executed. My feelings are such, that I know not whether to thank the President of the United States or not. I had made up my mind to die. I render my sincere thanks to the Right Reverend Bishop Chevereux, and Reverend Phillip Larrassay for their pious labours, in my behalf. I do the same to Messrs Knapp and Hooper, my counsel on the trial; for their able pleas in my favour: to Marshal Prince, Sheriff Bell, Mr. Jackson, the jailor, Mr. Bailey, and all others, who have shewn me kind treatment, and afforded me consolation, in this my unhappy condition.”

FRANCIS FREDERICK,

WAS born in the island of Minorca. He cannot precisely tell the year of his birth, but supposes himself to be about the age of thirty-two. His father has been dead about ten years. He was the youngest of five sons, all of whom were living a few years since.

Frederick had no education, (being unable either to read or write,) but was brought up to the profession of a mariner. When only eight years old, he went aboard an English ship, called the *Alligator*, as servant to the captain, where he remained for six months. He was afterwards on board the brig *Economy*, captain Cook, in the same capacity.

It is needless, and would be tedious to the reader, to follow him, while a mere boy, from ship to ship. The only portion of his life which can interest the public, is that of his manhood; when he may be supposed to have formed his character, and been at full liberty to follow the bent of his disposition.

He was a common sailor on board the British ship *La Hogue*, 74 guns, when stationed off the harbour of New-London, during the late war between Great Britain and the United States. About ten months before the peace, the *La Hogue* went to Halifax and thence to England. Frederic was transferred to the sloop of war *Frolic*, and was again sent to Halifax. Here he left the *Frolic*, shipped on board the schooner *Mary*, bound to Martinique, loaded with cod-fish and flour. On their passage, they were taken by the U. S. privateer *Portsmouth*, captain Shaw, and sent into Salem, where he was detained in the *Aurora* prison-ship, till an exchange of prisoners took place.

After the peace, Frederick shipped on board the *Sampson*, a merchant ship, bound to New-Orleans. Having some difficulty with the captain, who refused to give him his clothes and other property, he left the *Sampson*, and shipped on board the schooner *Dolphin*, at 22 dollars per month, which immediately sailed for St. Thomas in the West-Indies, where the owners lived—where the cargo was delivered and the whole crew discharged.

Frederick then went on board the hermaphrodite brig *Decatur*, captain Chase, of which Stephen B. Onion, was second mate, and a Mr. B. of Boston, first mate. The brig sailed for Trieste, returned with a cargo to Baltimore, and the crew were discharged.

After being ashore six days, Frederick shipped aboard the schooner Romp, whose crew consisted of sixteen men, at sixteen dollars per month.

The Romp sailed down below fort M'Henry, and received from a shallop, guns, ammunition, and 40 men. The captain ordered all hands upon deck, read to them his orders, hoisted the Patriot flag, and told them the schooner was to be called "San Ofone, Gun Boat No. 6, of Buenos Ayres." He informed the crew that a Spanish brig was coming out of Philadelphia, laden with specie, and that they must take her. Their cruise for her was unsuccessful, and they proceeded for Cadiz. They shortly after touched at the isle of Flora, one of the Western Islands, under the American flag. Frederick states that the American consul came on board, and was well received. They took in water and provisions and sailed directly for Cadiz. He also related to the writer the circumstances of their meeting, overhauling, and distressing several Portuguese and Spanish vessels, but from which it does not appear that they took any thing of much value.

When the privateer arrived off Cadiz, they took a fishing boat, into which 16 men were put, with Bass, the first lieutenant of the privateer, as commander, with orders to go in shore and examine the harbour. Before the return of Bass, who was absent about 24 hours, they fell in with a Spanish brig loaded chiefly with salt; and took from her several bags of money, amounting to about 5 or 6000 dollars; they also took her compass, chopped her sails and rigging to pieces and otherwise distressed her. The next day they fell in with two Spanish brigs, loaded with brandy, silks, &c.; one of which they let go, after taking what they wanted; the other was manned with a part of the privateer's crew, and went off upon a cruise. They then steered again for the Western Islands, and took a lugger, loaded with fruit, wine, silks, &c. which they also manned. Off Teneriffe, took a polacca schooner, 160 tons, loaded with Irish beef and pork. Some acts of violence were committed on board the polacca; the captain was stabbed in the arm and otherwise injured. From an English passenger in the polacca, bound to Madeira, they took 15,000 dollars. The polacca was then dismissed, and the captain threatened with death, if he should be found out of his course.

Soon after this, but for reasons which Frederick is ignorant of, the second lieutenant, boatswain, and sailing master of the privateer were turned before the mast and others put in their places. The sailing master told the crew that he had seen all the ship's papers, that she was cruising without orders, and that, if taken they should all be hung as pirates. A plan was laid to take the privateer, and every thing in preparation at 9 o'clock in the evening. The crew all assembled on deck: the captain and first lieutenant, were first secured without difficulty by having a rope flung over their shoulders and drawn in a noose. The officers were all put in irons. Next day fell in with an English sloop going to the West Indies, on board of which they put the officers,

giving them their trunks, share of prize money, provisions, &c. and steered for Baltimore. The privateer shortly after arrived at Norfolk, where the crew left her. Frederick went in a pilot boat to Baltimore, where he remained several days, living with a man by the name of Samuel Grace. His share of money was 500 dollars, besides a considerable amount in silks, &c.

At Baltimore Frederick became acquainted with a man by the name of Durfey, who, knowing that he had money, proposed buying a coasting schooner of 60 tons, in partnership, to which Frederick consented, and paid 300 dollars, as his share. Hearing of some of the crew of the *Romp* being taken up, he became alarmed, and, after having given Grace a power of attorney to act for him, went on board the *Plattsburgh*, as a passenger, agreeing to work for a passage to Gibraltar. On the first of July, 1816, Frederick, Onion, and White carried their things on board together.

Frederick related to the writer in presence of witnesses the circumstances relating to the quarrel between Smith and the chief mate, which does not differ materially from what was stated by Onion on the trial. With regard to his participation in the murder of the captain, mate, and supercargo, he declared unequivocally, as the testimony of a dying man, that he is innocent—that, he knew nothing of any preconcerted scheme to commit murder or piracy, (though he acknowledges that, Williams, Stromer and others were often in close conversation, which they always broke when he approached them)—that having been on his watch till twelve o'clock, and just gone down into the fore-castle with White and the cook, he heard a noise upon deck, and the chief mate cry "Murder." He ran up, together with White, and received at the same time a blow over the hand which made it bleed. Being on deck, he saw Yeiser, a few steps from him, thrown overboard by Smith, and some others, but he cannot positively say who they were. In the same moment captain Hacket came on deck and asked what the matter was, whereupon Williams, Stromer and Reineaux threw him overboard. The supercargo then came on deck and was likewise thrown over. He says that the captain and mate were heard to cry "Murder," after they were in the sea.

His account of the subsequent transactions will appear best in his own mode of relating them. The following is the substance of his story, and almost his own language.

After the supercargo was thrown over, (he was thrown over the starboard quarter,) I ran into the cabin, and Jonas Smith sings out, "*Upon deck there.*" I was in the cabin at this time. I found a musket on the locker. I took it for the purpose of defending myself. Jonas Smith and the steward went on deck. At this time Onion was in the bread locker. Williams and Stromer come into the cabin, and say, "Frank, what are you going to do with the musket?" I say, "I do not know myself." Williams and Stromer say, "Where is Onion?" I said, I think he is in the

bread locker. Williams opened the bread locker, and called Onion to come out, and he did. Stromer, Williams, Smith and Rog say, "What shall we do with Onion?" I cannot say that Peterson was in the cabin at this time. I said, Onion was a very good man, though tipsey.

At 8 o'clock Onion came on deck. I was ordered by Williams and Stromer to go aloft and repair the main top sail. While up aloft, I saw Onion break the box of money with the cook's axe. The money was divided, I received two thousand five hundred dollars, and fourteen doubloons and a half in gold. I took the money and carried it to the fore-castle and put it in my cabin.

When we came to the coast of Norway, Stromer says, "Has any body been to Norway?" J. P. Rog said "Yes, I was brought up there." Stromer says, "What is best to do?" Rog said, "Go to Cleveland, and make it appear the vessel is in distress." Stromer ordered the main boom to be carried away, and the top-mast studensail halliards on deck. By Stromer's order I and one other took the halliards, and lashed the boom to the ring bolt in the deck—then hauled taught the main stays, to try to carry away the boom, but could not do it.

Stromer ordered me to bring an axe on deck. Rog took the axe and gave the boom three or four cuts. Then Smith did the same, and the boom was carried away. The rigging was saved.

A pilot came off from the Naze, on the coast of Norway—said he could not take her in till morning. Another pilot came from Cleveland—took possession and carried her into Cleveland and anchored.

Stromer says, "Any one wishing to go ashore, may; I can get people enough in this country, to ship on board." The first day I went ashore I staid till night—then went to the vessel, took my money and trunk, and carried them to the pilot's house. I staid at Cleveland five days. The cook and I lodged in one house—then went to Miller's. J. Smith came to the same house. I brought the money from the pilot's house. I took passage for Aberdeen in Scotland, with Smith; and from thence to Fort William, in a schooner, capt. Hans. I gave 100 dollars to Mr. Alson, and sent 1400 dollars to Mr. McAlpy, at Glasgow, to buy goods. Mr. Alson staid at Fort William till the goods were smuggled ashore. I returned to Mandahl, and never received a farthing from this concern.

At Mandahl, the police came on board and said, "Is Frank here?" I said, yes. They said I must go ashore. I told them I would not, but was obliged to go. All the money they found about me was four dollars. I never had any part of the clothing of either captain, mate or supercargo. I was sent to prison, and my hands and feet put in irons. Next day carried to Christiansand—put into prison. After 5 days I was called to court—understood nothing. I confessed to the consul that the pilot at Cleveland had 500 dollars; Mr. Maler in Mandahl, 400, and Mr. M 100. [It will be observed that these sums, with the 100 d

given to Mr. Alson in Mandahl, and the 1400 laid out for goods at Glasgow, make up the sum which Frederick states was given to him at first.] The fourteen and half doubloons I spent for my expenses at Christiansand. When I was carried to court, the American consul questioned me. The police officer said, "Let me look at the watch." He took it, and I have never seen it since. I was sent back to prison and stripped; thence to Copenhagen in irons. I was 14 days in the hold of the vessel, chained to an anchor, with nothing to cover me. My feet were frozen. The captain pitied me—took me to the cook's room and ordered my irons taken off. I arrived at Copenhagen in 16 days, and was confined in prison without irons. When I was called before the judge and questioned about the money, I said as above."

Frederick, with the others, was delivered by the police of Copenhagen, to Capt. Reed of the Hornet, and brought to Boston for trial. Since his conviction and sentence, he has been attended by the same clergymen as the others, and expresses his thanks for their kindness and solicitude for his welfare. The circumstances attending the piracy for which he suffers death, he repeated to the writer at several times, but with no variation. His story has also been compared with his examination before the police court of Copenhagen and found to be consistent.

JOHN PETERSON ROG.

I, JOHN PETERSON ROG, was born in Christiansand, Denmark, July 24th 1789; sent to school, at an early age, and received a tolerable education. My parents were born in Bornholm. When I left them, in 1801, my father's age was 69, my mother's 50 years. I shipped in a Swedish vessel, bound to Stockholm: sailed thence to Konningsburg: thence back to Stockholm. Then shipped on board a Dutch vessel, bound to Copenhagen. Left the ship there, and went home for about four months. Was then bound apprentice to a sail maker for five years; at the end of which took up my indentures.

I then shipped on board a Danish brig bound to the West Indies. In passing St. Kitts was kicked by a boy, from the fore top gallant yard into the sea, and picked up by an English man of war's boat. Arrived at Santa Cruz, where I was put in prison for leaving the vessel. Afterwards released, and sailed in the same vessel for Copenhagen. Went on board a ship bound to the West Indies. In the North Sea, in a heavy gale, cut away our three masts, put into Norway and remained till spring. Sailed thence to the West Indies, and thence for Copenhagen.

About 500 miles from England, being becalmed in the night, a boat came along side, enquiring if we had seen any French privateers, and was answered in the negative. At the same time another boat came along side, and a French officer came on board, enquiring for English vessels. The English officer told him to go on board his boat, and he would do the same, desiring us not to stir, till the engagement should be over. This soon took place, and the English took the French lugger, and next morning told us to make sail; which we did and arrived in Copenhagen.

I was engaged in short coasting voyages till 1807; when war broke out between the Danes and English. I went on board a gunboat, ordered, with six others to the Great Belt. In passing the point of Maine, we fell in with the British seventy-four, Europe; received two shots in our hull; and I was wounded in the head by a grape shot. The seventy-four receiving heavy damage, sheered off; and we arrived at Couseur, according to our orders.

Two months after fell in with the brig Tickler, took her, and carried her into Nassau. Two months after fell in with the brig Tygress and brought her into the same place. One month after, fell in with two brigs and a gun boat; took the gun boat, sunk one brig, and returned to Couseur. I was then ordered to Copenhagen, put on board the Prince Christian seventy-four, and sailed for the Belt.

The day after we left Elsineur, we fell in with an English Frigate and had an action, during which two seventy-fours and another frigate bore down upon us. We continued the action, having a seventy-four on each side of us, and two frigates on our stern, about an hour and a half, when our ship grounded and we were obliged to strike. Our Captain, three officers, and 194 men were killed, and 200 wounded. Our whole number was 700. The wounded were sent on shore; the others drafted among different vessels; and our own ship blown to atoms. After I recovered from my wounds, I was paid off and remained in Copenhagen till 1815.

I next went on a voyage to the West Indies and returned. In 1816, I shipped in a brig, bound to America. In a heavy gale, we lost our fore top mast, and put into Norway. While riding at anchor, a gale sprung up, our cable parted, and we stuck fast upon a rock from 9 in the evening till 6 in the morning, giving ourselves over for lost. In the morning the wind changed, we cut our cable, got out to sea, with nine feet of water in the hold, and ran ashore in Norway.

After necessary repairs, we again set sail for America; encountered a heavy gale in the Gulf of Florida; and arrived at Baltimore. Here I shipped on board the schooner Plattsburg. During our run from Baltimore to Black River, Francis Frederick got drunk. The chief mate ordered him to go to work with the rest; to which he made no reply. Upon this, the mate beat him with a broom stick, and knocked him down.

[Rog's account from this time, till the 21st July, is substantially the same, as Williams's. It then proceeds as follows:]

I belonged to the chief mate's watch, which was from 8 to 12, at night. My watch being out, I went down in the fore-castle, heard a noise on deck; but not being called, remained in my birth till 4; then went on deck, and was told by Stromer that he was captain now, and asked, if I would do duty as before, respect him as Captain, Williams as chief mate, and Onion as second mate; promising me a share of the money on board, and giving me a glass of grog. I enquired where the other Captain was. He said it was none of my business.

[He then mentions going into the cabin with Onion; assisting in getting the money out of the run, and dividing it, together with the clothes of the deceased; and other circumstances, till the arrival in Norway, in much the same manner as Williams.]

The morning before we reached Norway, Stromer ordered the main boom to be lashed to the ring bolts, and me to take an axe and cut it; which orders were obeyed. We put into a place, called Kleven, were put under quarantine two or three hours, the papers sent to the American Consul, and custom house officers sent on board. Stromer passed for Captain Hackett, Williams for Yeizer, and Onion retained his own name. Stromer gave leave to all to go on shore, and return at day break. I went and returned accordingly, and remained on board that day and night. Onion called me, Peterson, and some others to assist in getting coffee out of the main hold, which we refused to do. I remained on board the next day and night; and still refused to assist in taking out the coffee.

Next day I left the schooner; went in a small boat to Christiansand, put up at a boarding house, two days and one night went to the police office for a pass to Jutland, arrived next morning at Nostrand; went by land to Flastrand; got a pass for Copenhagen; and went thither in a fishing boat. Here I remained twelve days; when walking in the king's market, I saw Samberson and took him home with me. About three days after, Samberson who had been taken up sometime before, came with some constables, who took me to the police office, where I saw Williams and Onion. The police master asked if I knew them. I answered, yes; but they denied me. I was questioned respecting the Plattsburg; and gave the same account, as I have related above.

My money was taken from me, and I was sent to prison, where I remained nearly two years and a half, most of the time in irons. August 29th 1818, was put on board the Hornet and brought to Boston for trial. For three weeks of our passage we were allowed but a half pound of potatoes, half only of which was eatable. December 28th 1818, our trial came on, and I was condemned to die January 21st 1819. God will judge the witnesses according to their deserts. I am conscious of my own innocence, and shall meet my fate, with fortitude, devoting my soul to God.

I have embraced the Roman Catholic religion, in which I find great comfort and happiness of mind. My good Priest, Father Larrecy visits us once, and often twice a day. His prayers and injunctions have so tranquilized my mind, that I feel, that by sincere repentance, I shall die happy, in the full belief, that God

will have mercy on my soul, through the merits of our Saviour, Jesus Christ.

The Right Rev. Bishop Cheverus has been to see me and my unhappy companions, who are also of the Catholic faith. I was confirmed by the Bishop on Friday, January 8th 1819, who gave us the sacrament immediately after. The Bishop was much affected at our situation; gave us much consoling advice; and prayed so fervently with and for us, that I thought it the happiest day, I had ever experienced. He will come again, before our execution, to give us the sacrament, and pray with and for us, with the assistance of our good priest. I cannot sufficiently express my feelings and thanks for their constant and pious attention. I most heartily forgive all my enemies, as I hope to be forgiven. I pray for the Bishop and Priest, who have taught me to repent of my sins, and to seek the mercy and grace of our Redeemer and Saviour, Jesus Christ; who with the Father and Holy Ghost, liveth and reigneth one God, world without end. Amen.

I would here most gratefully thank Mr. Bell, who has been particularly kind and attentive to our wants, during our confinement under him; has expressed the most affectionate feelings towards us; and favoured us with fatherly advice: and I most humbly pray to God, that he may have health and prosperity in this world, and eternal happiness in the next.

J. P. R.

PETER PETERSON,

OTHERWISE CALLED

*NILS PETERSON, AND NILS PETERSON FOGEL-
GREEN.*

I, PETER PETERSON, was born in Gottenburgh, Sweden, May 12th 1799, and sent to school by my parents, till I was nine years of age. I then went to sea, with my uncle, bound to Revel, in Russia, thence to Narva, in Russian Finland; thence to Gottenburgh; thence to Liverpool, England, and back to Gottenburgh. I was then paid off, and staid on shore about a fortnight, when I shipped with Capt. Crowsy of Stockholm, and sailed for Liverpool. I was cabin boy; and the Captain using me very ill, I left the vessel, and bound myself apprentice to a merchant, in that place. I was in his employ six months, when he failed and I was paid off.

I then shipped in an English vessel, bound to Buenos Ayres; arrived there, and staid two months; then returned and was paid off in Liverpool. In about a week shipped on board an English brig bound to Salem, in Massachusetts, where we lay a month, when war was declared between the United States and Great Britain. I then shipped in the American privateer, Grand Turk, Capt. Breed; set sail from Salem; and was out on a cruise four months. We fell in with two letters of marque off Buenos Ayres, from Liverpool. The action lasted half an hour. Our sailing master and a boy were killed, and one man wounded, when both vessels struck to us. We had the prizes in tow 48 hours, when an English ship bore down, thinking we were a British man of war brig; but finding her mistake, she immediately struck her colours. An English man of war brig came cruising round us, at the same time, but soon sheered off. We manned the prizes and sent them to the United States. We then set sail ourselves for the same; and, in the Gulph of Florida, took an English schooner, loaded with dry goods, fish, and oil, and sent her into the United States. She arrived in Portland before us.

We were chased into Portland, by an English frigate and schooner, where we remained a fortnight, and sold our prize.

We next set sail for Salem; and being becalmed off Cape Ann, a pilot came on board, thinking us to be English; said he had a brother on board a British seventy-four; and, if we wanted any fresh provisions, he would supply us. He said, moreover, he would help us to cut out a prize, belonging to the Grand Turk, of Salem, little thinking he was on board the Grand Turk. The Captain gave orders to the first lieutenant to go down to the doctor and tell him to mix a glass of brandy and jalap; which was given to the pilot, and he drank it without suspecting any trick. The crew wished to tar and feather him; but the Captain would not permit it. The pilot (or fisherman) then left us to go ashore; when the Captain of the main top hove down stones or other heavy substance, for the purpose of staving the boat, but was ordered to desist.

We then put in to Salem, and all hands were discharged. I received my prize money, came to Boston, received a Swedish protection from the Swedish consul, and shipped on board an American schooner, under Swedish colours, Capt. Charles Masters, bound to Antigua. On our return from that place, were reduced to an allowance of one meal a day of flour and water. The Captain observed that, unless we discovered land soon, we must cast lots. We discovered land the same day, put into Wooden Island, took a pilot on board, went into Castine, and were paid off.

I next went passenger on board the Cossack, letter of marque, to Portland, and thence by stage to Boston.

Having remained here a fortnight, I shipped in a Swedish brig for Antigua; and after being out 24 hours, we were taken by the British seventy-four, La Hogue, and went on board. Being questioned as to my country, &c. I answered I was born a Swede, but some one on board declared I was an Englishman. The Captain asked me to enter under him; but I refused. He then ordered the gunner to put me in the coal hole; where I was kept 24 hours, without food or drink. Being brought again on deck and refusing to enlist, I was threatened with two dozen lashes, but still refused. My protection was produced from the Swedish consul in Boston, when the Captain said, he could buy such for a cent a piece. He had taken eleven fishing boats, one of which he gave to the prisoners, who, with eight of her own crew, came safe into Boston.

I then shipped on board an American schooner, under Swedish colours, at New Bedford, bound for Bermuda, in ballast. At the expiration of two months, we went as a Cartel to carry prisoners to New London. Here I was paid off, took stage to Boston, shipped in the David Porter, Capt. Ware, went on a

cruise of three months, during which we took an English brig, loaded with rum and sugar, under the Western Isles. Fell in with a privateer, Capt. Clark, took an English brig between us, loaded with hides, divided the cargo, gave her up to the prisoners and parted company. A frigate chased us, which we escaped.

Some time after fell in with an English ship, at midnight; and thinking her a man of war, did not go along side till day light. Then fired a gun, hoisted our colours, and she hoisted English colours. We fought at long shot, for about half an hour, when our cartridges being expended, it was agreed to board her. We ran along side, gave her one gun and she surrendered. Her cargo consisted of hides and tallow. We sent her for America, steered for the same ourselves; and after some difficulties and dangers, arrived in a small harbour, near N. Bedford, where I left the vessel, went with the first Lieutenant Fish, to Boston, and remained there a fortnight.

I next shipped again on board the David Porter, Capt. Fish. Took a British brig, laden with fish and lumber; another with rum and sugar, and sent them to America. Chased a letter of marque near Lisbon, but could not overtake her. Were informed by a Portuguese fishing boat, that an English brig lay in Lisbon, laden with money. Waited for her two days, when she came out, and we gave chase. Six men of war heaving in sight, we gave up the chase, and cleared them all. Took a schooner from West Indies, laden with rum; also a brig, off Halifax, with salt, dry goods, new rigging, and three boxes of watches. Took out the cargo, gave up the vessel, and arrived safe at Boston, where we staid one week.

After this, put to sea again.—Were chased by an English Frigate four hours, in a gale of wind, in the Gulph of Florida.—Took the English brig Flying-Fish, off the Western Isles.—Steered for the Brazils and took a schooner, with mahogany, which we gave up.—Set sail for home, and on the way, took a brig with fish and oil.—Arrived at New York, and heard the news of peace.—Worked my passage to Boston.—Shipped with Capt. Paul Post, in a merchant ship for New Orleans.—On our passage, were near being cast away; but got safe up to English Town.—Ran away from the vessel, on account of bad usage.—Went to New Orleans and staid a month.—Shipped in a schooner for Baltimore, Capt. Holmes, arrived, and was paid off.—Shipped in the schooner Chippewa, Capt. Clark; arrived at St. Jago, and remained two months.—Were ordered one sabbath, by the mate, to *holy stone* the deck, which the crew all refused to do. The mate sent a letter on shore to the Captain who immediately came on board, with six other Captains armed with cutlasses. We

were all put in irons, and two sent to prison till the vessel should sail.—Were afterwards released and went to sea in ballast. Stopped at an island where an English brig was cast away and assisted her.—In a gale, lost our mainmast, had our stern knocked out, a man at helm badly wounded, and, two days after, a man killed by a fall, from the fore top sail yard.—Arrived at Baltimore, was paid off, shipped on board the schooner Plattsburgh, Capt. Davies, took a cargo of flour to St. Salvador, and lay there two months.—Took a cargo of sugar to Naples, remained there three months, returned to Baltimore, and was paid off. Here shipped on board the Plattsburgh again, under the command of Captain Hackett.

[Peterson's account agrees with Williams's, till the 21st July He then proceeds:]

On the day previous to the murder, I saw Stromer and Stacy conversing together, heard them say there was a cowardly set of men, and saw them throw three handspikes down into the fore-castle, but knew not for what purpose. At twelve at night, Stromer and Williams called me out of the fore-castle; threatened to take my life, if I did not come on deck; and said all the rest of the crew had agreed to come at that time. Williams, at a quarter past twelve sung out "*a sail!*" Yeiser ran forward and asked whereabouts. Stromer and Williams cried out, "*strike!*" John Johnson and John Reineaux took hold of the mate and hove him overboard. He had hold of the jib boom guy, and cried out, "Lord, have mercy and save me!" Frederick answered, "Yes you rascal, I will;" and cut away the guy. Meantime the Captain came running forward, and asking what was the matter, Stromer, Williams and Smith said, "We will let you know in a minute, you rascal;" took hold of him and hove him overboard. After this, Stromer asked me if I would do duty, as usual. I answered yes. I know nothing respecting the super-cargo.

[The rest of his narrative, till the arrival in Norway, corresponds with Williams's and Rog's.]

Stromer, Williams, and Onion, not being able to get any of the crew to assist them, were employed in smuggling coffee ashore for four nights, and kept the money to themselves. I left the schooner and went to Christiansand; got a passport for Gottenburgh; went passenger in a boat to Flastrand, in Jutland; thence in a Swedish boat to Gottenburg; went to the seaman's house and police office, and delivered my pass. I was asked what vessel I came to Norway in, and answered, an American schooner. They questioned me no further.

On the 6th of September, I was taken up by the American Consul in my father's house, search was made and the money

found. Being asked how I obtained the money, I answered, I had it of Stromer and Williams. Being questioned about the murder, I declared I knew nothing about it. I was imprisoned, with a block about my legs, weighing thirty pounds. Next morning, was taken to the police office, and questioned respecting John Johnson. I replied I did not know where he was gone; I did not keep company with any of them. Two sailors were brought before me to ascertain, if they were part of the crew. I answered I never saw them before. The consul threatened to punish me to the last minute, if I did not tell the truth; and I was sent back to prison.

Next morning was taken to the office again; two blacks were brought before me, whom I did not know. The consul ordered me to a blacksmith; had my block taken off; irons put all over me, weighing 135 pounds; then taken back to prison; put into the dungeon; and kept on bread and water 26 days. I was then taken out; my irons taken off; and had a fit of sickness of 3 months, so that the physicians gave me over. I recovered, however, and had the liberty of the yard four months.

I was afterwards carried up to the court for trial; but nothing was found against me. The papers were sent to the king's court, called the Overett; where the consul tarried three weeks trying to get me convicted, but could not. He asked the Judge if he could not send me to Denmark; but was told he could not, without applying to the king. The papers were sent to the Gottenburgh court, announcing my acquittal. The consul stopped me, till he wrote to the king; I was again put in irons; a block of 50 pounds weight about my legs; and remained in that situation six months, till the papers and answer came from the king. I was then sent to America, and arrived in Boston, October 3, 1818.

An account of my trial is before the public. Onion turned State's evidence, and swore, that after the murder, I was in the cabin and said, "throw the damned rascal overboard," and that, the next morning, he heard me, in conversation with Smith, say, that the Captain had hold of my jacket, and was going to haul me overboard along with him; both which assertions are false. Sam-ber-son said nothing against me, knowing me to be innocent. I was sentenced to be hung by the neck, till I should be dead, on the 21st January, 1819. I was taken back to jail, and put in irons, so to remain till execution.

In my country, Sweden, when a man is sentenced to death, he is not put in irons, but permitted to have all the comfort he can. But I forgive all my enemies and persecutors, as I hope to be forgiven; having nothing now to do, but make my peace with God, through the merits of our Saviour and Mediator, Jesus Christ,

who, with the Father, and Holy Ghost, liveth and reigneth one God, world without end. I shall die content if it is God's will, as I know myself to be innocent of the crime, I am charged with; and may the Lord have mercy on me. P. P.

[Peterson expresses the same belief, sentiments, and feelings, on religious subjects, as Rog; and returns thanks to the Rev. Bishop and Priest for their attentions, in similar though not the same, language. He concludes as follows:]

I sincerely thank the Marshal for his civility and kindness in giving good advice, and sending provisions frequently from his own house: also, Mr. Bell for making our prison as comfortable as possible; giving us good advice to prepare ourselves for the awful moment of dissolution; and persevering in preventing intruders, who might wish to convert us from the faith, which we believe to be true, and disturb us in our moments of meditation and prayer. I pray for them, and hope we may meet together in everlasting bliss. Amen.

To the world at large I bid farewell. May all pray to God to give them timely repentance, open their eyes, enlighten their understandings; that they may shun the paths of vice, and follow God's commandments all the rest of their days. Amen.