

SOME FAMOUS PRIVATEERS OF NEW ENGLAND

daring to risk action with the *General Pickering*, he disguised his ship so that it appeared to be a plodding merchantman. Upon finding him, these two alert foes set out in chase. Letting the first vessel close, Haraden stripped off the palsted canvas screens that covered his gun ports, fired a devastating broadside, and captured the ship without more ado. It hardly need be said that her consort well was shortly in the possession of the ingenious Haraden. This another bit of evidence that the art of camouflage was used on the many years before the World War made it so well known.

Toward the end of the Revolution, Haraden took command of the war of Marque ship *Julius Caesar*, carrying 40 men and 14 guns, which he handled with such bravery and skill that her owners presented him with a massive plate. His descendants treasure a gift of velvet received from the owners of the *General Pickering*, shown in an illustration on another page.

On the *Julius Caesar*, Haraden fought successfully several engagements against two ships at a time. It is said that after one fight which lasted for over two hours, with neither side being able to gain a decisive advantage, Captain Haraden jokingly described the outcome as saying, "Both parties separated, sufficiently amused."

During his various cruises no less than a thousand enemy cannon were captured by this splendid seaman, who did far more to win the independence of his nation than many a landman whose military movements won the recognition of the government and an honored place in history.

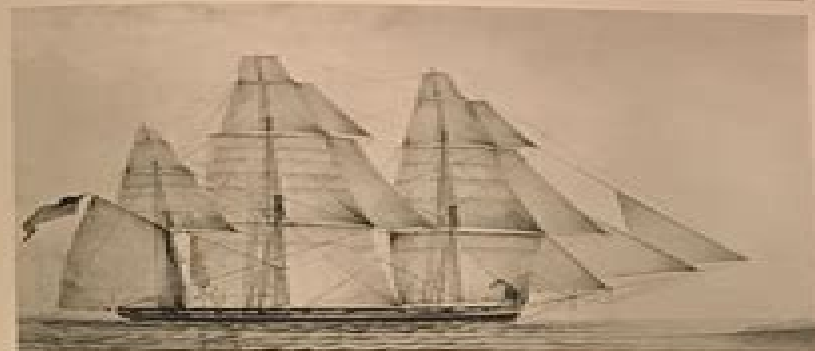
The house in Salem where Captain Haraden died is now marked by a tablet to his memory.

THE *HERALD OF SALEM*, WITH STORIES OF CAPTAIN NATHANIEL SILSBEE, HER COMMANDER

In the year 1800, the *Herald*, bearing a Letter of Marque, had been engaged in a trading voyage to India under command of Captain Nathaniel Silsbee of Salem, afterward United States Senator from Massachusetts. On November 1, the captain left Calcutta, accompanied by four other American merchantmen who had decided to sail company for mutual safety, as it was known that several French vessels were cruising in those waters.

The adventure they ran into, which had its amusing as well as serious side, is best described in Captain Silsbee's own words: "On the morning of November 2nd, at daylight, two strange sails were discovered a few miles to windward of us, one of which was soon recognized to be the East India Company's packet ship *Cornwallis*, of 18 guns, which was the only one at the same time with us. At about 8 A.M. the other three stood toward the *Cornwallis*, soon after which the latter bore up upon us under full sail, commencing at the same time a running fight with the other ship, which then displayed French colors. We perceived that they were both plying their sweeps very briskly, and the Frenchman's grape was making great havoc on the *Cornwallis*.

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From a painting in the possession of F. B. Watrous

PRIVATEER *HERALD OF SALEM*

Which was commanded by the famous Captain Nathaniel Silsbee.

and that the crew of the latter ship had cut away her boats and were throwing overboard their ballast and other articles for the purpose of lightening their ship. The sea was perfectly smooth and the wind very light, so much so that it was quite midday before either of the ships was within gunshot of us, by which time we (the five American ships) were in close line, our decks cleared of a large stock of poultry—chickens, with their coops, could be seen for a considerable distance around us—and every preparation made to defend ourselves to the extent of our ability. But this display of resistance on our part seemed to be quite disregarded by the pursuing ship, and she continued steering for my own ship, which was in the centre of our fleet, until she was fairly and fairly within gunshot, when my own guns were first opened upon her, which were instantly followed by those of each and all of the other four ships.

"When the matches were applied to our guns the French ship was plying her sweeps, and, with studding sails on both sides, coming directly upon us. But when the smoke of our guns, caused by repeated broadsides from each of our ships, had so passed off as to enable us to see her distinctly, she was close upon the wind and going from us. The Captain of the *Cornwallis* (which was then within hailing distance) expressed a desire to exchange signals with us and to keep company

Some Famous Privateers Of New England

Jessica J Manson



Some Famous Privateers Of New England:

Some Famous Privateers of New England Ralph M. Eastman,1928 *Some Famous Privateers of New England*
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Claudia Durst Johnson,2017-04-17 This book presents a unique perspective on life in Colonial England exposing many misconceptions and depicting how elements of its culture that are typically regarded as marginal such as the activities of pirates actually had an extensive impact of the populace The daily lives of most colonial New Englanders were much more colorful and exotic than the drab pious picture many of us have in mind Daily Life in Colonial New England exposes as myth much of what we might believe about this era and reveals surprising truths for example that sex was openly discussed in Colonial times and was regarded as a welcome necessity of married life and that women had more legal and marital rights than they did in the 19th century The book describes topics such as the legal and sexual rights of women the extent of infant mortality the lives of underclass citizens who formed the majority in New England such as indentured servants African slaves debtors and criminals and the integral role that pirates played in business and employment during the Colonial period Readers will gain deeper insight into what life during this period was like through accounts of the real terror of being one of the accused in witch hunts and the sympathy that the general population had for dissidents who were questioned and arrested by the government Primary materials that range from legal documents to sermons letters and diaries are used as sources that verify historical ideas and events **The New England Quarterly** ,1928 Includes section Bibliography Articles on the history of New England in periodical literature France and New England Allan Forbes,Paul Fletcher Cadman,1925

France and New England: Containing an account of Champlains' three voyages along the New England coast Allan Forbes,Paul Fletcher Cadman,1929 **The A to Z of the War of 1812** Robert Malcomson,2009-08-24 The War of 1812 was an extremely complicated war motivated by British seizures of American vessels and goods American desire to expand into Canada and impressment of American sailors into the British Navy However these are merely the immediate causes To fully understand the War of 1812 one must delve deeper into history This book does just that as it covers the period leading up to the war 1803 1812 and the events of the war itself 1812 1815 through the use of a dictionary consisting of more than 1 400

cross referenced entries covering descriptions of engagements ships weaponry the compositions of regiments significant political and military figures and a full list of key places issues and terms Also included are a chronology of events an introductory essay and a comprehensive bibliography subdivided by topic and fully annotated **Privateering** Faye Kert, 2015-09-30 The first book to tell the tale of the War of 1812 from the privateers perspective Winner of the John Lyman Book Award of the North American Society for Oceanic History During the War of 1812 most clashes on the high seas involved privately owned merchant ships not official naval vessels Licensed by their home governments and considered key weapons of maritime warfare these ships were authorized to attack and seize enemy traders Once the prizes were legally condemned by a prize court the privateers could sell off ships and cargo and pocket the proceeds Because only a handful of ship to ship engagements occurred between the Royal Navy and the United States Navy it was really the privateers who fought and won the war at sea In *Privateering* Faye M Kert introduces readers to U S and Atlantic Canadian privateers who sailed those skirmishing ships describing both the rare captains who made money and the more common ones who lost it Some privateers survived numerous engagements and returned to their pre war lives others perished under violent circumstances Kert demonstrates how the romantic image of pirates and privateers came to obscure the dangerous and bloody reality of private armed warfare Building on two decades of research *Privateering* places the story of private armed warfare within the overall context of the War of 1812 Kert highlights the economic strategic social and political impact of privateering on both sides and explains why its toll on normal shipping helped convince the British that the war had grown too costly Fascinating unfamiliar and full of surprises this book will appeal to historians and general readers alike

American Naval History in 50 Ships James M. Caiella, 2025-08-01 The course of American naval history has not been set only by the relatively few famous ships whose stories have been told and retold This volume spotlights 50 less recognized vessels each significant in its own way from the Continental Navy to the first supercarriers while touching on many others with which their stories are interwoven Attention is given not only to the design and conceptual changes the vessels embodied but also the crews whose toil and heroism gave them life and sometimes notoriety One captain tried to sell his warship in the midst of the Civil War Each ship is detailed chronologically in chapters that often dispel timeworn misconceptions Some were trailblazers others were misdirected in their inspiration design or execution indeed two could not float and one was dampened only by rain Yet each helped shape America's seafaring history **Trust Companies of the United States**, 1928 1904 edition includes Hawaii 19 14 include Canada Hawaii and Cuba 1915 include Alaska and Hawaii

New England Shipbuilding: Vessels That Made History Glenn A. Knoblock, 2021 For more than four hundred years New England shipyards have contributed significantly to America's maritime and naval supremacy This compelling story is presented through the histories of seventy ships built from the colonial era down to modern times Well known vessels like the Constitution the Nautilus the Flying Cloud and the infamous whaleship Essex are included but so too are lesser known ships

including the ill fated Wyoming and the far ranging voyager Union Every type of vessel is covered their building or voyages making nautical news often in exciting fashion and their exploits filled with adventure danger tragedy and survival Historian and author Glenn A Knoblock explores the construction life and demise of these ships and details their contribution to our nation s maritime heritage **The History and Future of Narragansett Bay** Capers Jones,2006 The book covers 10 000 years of the history of Narragansett Bay Topics include the geology of the Bay paleo Indians pre Colombian exploration Indian Tribes living near the Bay and the economic history and future of the Bay region **The New-England Magazine** Joseph Tinker Buckingham,Edwin Buckingham,Samuel Gridley Howe,John Osborne Sargent,Park Benjamin,1833 *The Holy Terror: Captain William Nichols* Dr. G. William Freeman,2015-01-14 CAPTAIN WILLIAM NICHOLS Captain Nichols was a naval war hero in the War of 1812 He has been seldom mentioned in history books He was a bold and daring privateer sea captain from Newburyport MA who was known as a man to be feared by the British who faced him on the sea His story needs to be brought out of the shadows of history During the War he captured 28 British Prizes although one half of the time he was in prison earning for himself the name of The Holy Terror wherever seamen gathered H W Bartlett Upon his capture in the privateer Decatur he was held in a cage constructed for him on the deck of a British frigate and deprived of communication with others for a month He was then held in chains on a prison ship in Chatham Harbor England for a year and a half President Madison ordered two British officers held in close confinement in the United States in response to Nichols cruel and inhumane treatment Nichols was eventually exchanged for the two officers and returned to the United States Following his imprisonment he continued his naval battles against the British completing two successful cruises on the fast sailing privateer Harpy by the end of the war His story rivals the tales of swashbuckling pirates that have inspired the minds of the greatest fiction writers The New-England Magazine ,1833 *Prize and Prejudice* Faye Margaret Kert,2017-10-18 This journal examines privateering and naval prizes in Atlantic Canada in the maritime War of 1812 considered the final major international manifestation of the practice It seeks to contextualise the role of privateering in the nineteenth century determine the causes of and reactions to the War of 1812 determine the legal evolution of prize law in North America discuss the privateers of Nova Scotia and New Brunswick and the methods they utilised to manipulate the rules of prize making during the war and consider the economic impact of the war of maritime communities Ultimately the purpose of the journal is to examine privateering as an occupation in order to redeem its historically negative reputation The volume is presented as six chapters plus a conclusion appraising privateering and seven appendices containing court details prize listings and relevant letters of agency **Trust Companies** ,1928 Connecticut Pirates & Privateers: Treasure and Treachery in the Constitution State Wick Griswold,2015-08-24 The waters inlets and islands of Connecticut once swarmed with fabled corsairs like Captain Kidd and Blackbeard who may have buried their booty in Constitution State soil In colonial times and through the nineteenth century over one hundred privateers used the Connecticut River and waterways as a home

port influencing the geopolitics of the time During the Revolutionary War the infamous traitor Benedict Arnold attempted to destroy the state's privateer fleet In 1779 Captain Elisha Hinman cleverly devised a system that allowed the large privateer ship Governor Trumbull to avoid enemy attack by becoming super buoyant and passing over dangerous shoals Wick Griswold uncovers the swashbuckling stories of Connecticut's pirates and privateers brimming with historical facts and local myths

Mary Dyer Ruth Talbot Plimpton,1994 This is the history of Mary Dyer 1611-1660 whose efforts to seek and find freedom to worship led eventually to her death Her quest began when she and her husband sailed from Old to New England in 1635 They were soon disillusioned by the intolerant practices and beliefs of the Puritans who considered all truth could be found in the Old Testament and only there Variations from Puritan interpretations of the Ten Commandments were punished by cruel torture and or death Banished from Boston for protesting such rigidity in belief and practice Mary was among the group who founded Rhode Island where freedom in belief and practice of worship was established

Wealth and Democracy Kevin Phillips,2003-04-08 For more than thirty years Kevin Phillips insight into American politics and economics has helped to make history as well as record it His bestselling books including The Emerging Republican Majority 1969 and The Politics of Rich and Poor 1990 have influenced presidential campaigns and changed the way America sees itself Widely acknowledging Phillips as one of the nation's most perceptive thinkers reviewers have called him a latter day Nostradamus and our modern Thomas Paine Now in the first major book of its kind since the 1930s he turns his attention to the United States history of great wealth and power a sweeping cavalcade from the American Revolution to what he calls the Second Gilded Age at the turn of the twenty first century The Second Gilded Age has been staggering enough in its concentration of wealth to dwarf the original Gilded Age a hundred years earlier However the tech crash and then the horrible events of September 11 2001 pointed out that great riches are as vulnerable as they have ever been In Wealth and Democracy Kevin Phillips charts the ongoing American saga of great wealth how it has been accumulated its shifting sources and its ups and downs over more than two centuries He explores how the rich and politically powerful have frequently worked together to create or perpetuate privilege often at the expense of the national interest and usually at the expense of the middle and lower classes With intriguing chapters on history and bold analysis of present day America Phillips illuminates the dangerous politics that go with excessive concentration of wealth Profiling wealthy Americans from Astor to Carnegie and Rockefeller to contemporary wealth holders Phillips provides fascinating details about the peculiarly American ways of becoming and staying a multimillionaire He exposes the subtle corruption spawned by a money culture and financial power evident in economic philosophy tax favoritism and selective bailouts in the name of free enterprise economic stimulus and national security Finally Wealth and Democracy turns to the history of Britain and other leading world economic powers to examine the symptoms that signaled their declines speculative finance mounting international debt record wealth income polarization and disgruntled politics signs that we recognize in America at the start of the twenty first century In a time of national crisis

Phillips worries that the growing parallels suggest the tide may already be turning for us all

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Table of Contents Some Famous Privateers Of New England

1. Understanding the eBook Some Famous Privateers Of New England
 - The Rise of Digital Reading Some Famous Privateers Of New England
 - Advantages of eBooks Over Traditional Books
2. Identifying Some Famous Privateers Of New England
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Some Famous Privateers Of New England
 - User-Friendly Interface

4. Exploring eBook Recommendations from Some Famous Privateers Of New England
 - Personalized Recommendations
 - Some Famous Privateers Of New England User Reviews and Ratings
 - Some Famous Privateers Of New England and Bestseller Lists
5. Accessing Some Famous Privateers Of New England Free and Paid eBooks
 - Some Famous Privateers Of New England Public Domain eBooks
 - Some Famous Privateers Of New England eBook Subscription Services
 - Some Famous Privateers Of New England Budget-Friendly Options
6. Navigating Some Famous Privateers Of New England eBook Formats
 - ePub, PDF, MOBI, and More
 - Some Famous Privateers Of New England Compatibility with Devices
 - Some Famous Privateers Of New England Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Some Famous Privateers Of New England
 - Highlighting and Note-Taking Some Famous Privateers Of New England
 - Interactive Elements Some Famous Privateers Of New England
8. Staying Engaged with Some Famous Privateers Of New England
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Some Famous Privateers Of New England
9. Balancing eBooks and Physical Books Some Famous Privateers Of New England
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Some Famous Privateers Of New England
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Some Famous Privateers Of New England
 - Setting Reading Goals Some Famous Privateers Of New England
 - Carving Out Dedicated Reading Time

12. Sourcing Reliable Information of Some Famous Privateers Of New England
 - Fact-Checking eBook Content of Some Famous Privateers Of New England
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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