

PIRATES OF CAROLINA.

The Freebooters Who Infested Our Shores--Their Daring Deeds of Lawlessness---Blackbeard Meets His Match in Lieutenant Maynard--The Desperate Fight Which Ends This Famous Pirate's Career.

(By W. C. Allen.)

Vessels come and go along the whole coast of America now with perfect security so far as molestation by pirates is concerned. Today the sailor from New York to Havana does not anticipate any interference from robbers on the high seas; but makes provision, on setting out, to combat only the winds and waves, the common enemies of navigators. He is not on the lookout constantly for freebooters on his right hand or his left. Teach's hole on the coast of North Carolina, one time the terror of all coasting vessels, has no special interest to the navigator now, more than the fact that, at one time, it was the trying place of many marauders of the seas.

There was a time when things were different. From 1699 to 1720 the entire coast from Maine to Cuba was infested by bold and blood thirsty buccaners. They roamed the seas as lords of the deep, and committed their depredations with impunity; for there was no force adequate to the task of coping with them. The merchant vessel that ran the gauntlet of these desperadoes was esteemed fortunate. Many were captured and plundered, and their crews either slaughtered or sent adrift to perish in the deep. The booty that they obtained was enormous. Their adherents on land added their material to the treasure as it was brought into the place of rendezvous. It is believed in some places that large quantities of gold and silver, buried during those times, still remain concealed along the coast of the United States.

About 1710 a formidable band of these freebooters entered into a compact to act together for mutual profit and safety. Edward Teach, better known by the name of Blackbeard, was commander-in-chief, and three noted pirates, namely, Henry Vane, Steed Bonnet, and Richard Worley, were his lieutenants. Teach was the soul of the band and the dictator of all their movements. His fleet consisted at first of six heavily armed vessels of war, that of Teach himself carrying forty guns and manned by a hundred sturdy sea rovers, each man ready at any time to give his life in defense of his commander. There were no vessels in American waters at that time that could match those terrors of the sea.

With these formidable enemies of mankind scouring the seas and frequenting the coasts, the commerce of the New World was almost destroyed. They confined their depredations mostly to the southern colonies, though frequently they made bold dashes into the northern seas and carried off immense treasure almost in sight of Boston harbor. Their headquarters were established upon one of the small islands of the Bahamas, with places of rendezvous in the Cape Fear and Pamlico rivers in North Carolina, and others of less note on the coasts of South Carolina and Georgia. Here they met at stated times and formulated their daring schemes of murder and plunder.

It was a time favorably suited to the purpose of the pirates. The country was sparsely settled, Georgia being yet a wilderness with no white settler within her borders, and the mother country had her navy employed in protecting her interests in other parts of the world. While the laws against piracy were stringent, they could not be enforced. The temptations upon the seas were so great that many of the boldest in each colony forsook the peaceful haunts of their homes and sought ill-gotten fortunes upon the water.

The northern colonies had been for a long time afflicted with the same trouble that then annoyed their southern sisters. Only a few years before that time, in 1695, Captain Kidd had become a pirate and a terror to the northern seas. Before becoming a freebooter he was a sort of privateer, a kind of sea rover, neither fish, flesh, nor fowl. It is a very short step from privateering to piracy, and Captain Kidd was not a man to strain at a gnat.

When the depredations of the corsairs all along the Atlantic coast became unbearable, Kidd, with a strong fleet, arrived with a royal commission, and stoutly supported by all the northern colonies, was sent against them, on the theory that it was easier to catch other rogues. He went out with great gusto to chastise the lawbreakers, but became dazzled by the opportunity thus thrust upon him, and became a freebooter himself, creating more terror among sailors than all previous corsairs had ever done.

He roamed the seas both along the shores of the English colonies and among the Spaniards of the far south. With cargoes of rich spoil from the Spanish Main and the West Indies, he would sail into the port of Boston and dispose of them with the lavishness of a freebooter. On board his vessels were the sumptuous luxuries of the tropics, the gaudy trappings of the Spanish nobles, and the precious gems from the Brazilian mines. In consequence of his liberality in handling stolen goods and bestowing them upon others, he was readily received by many New England people whenever he chose to dwell in their midst. The great outlaw was finally captured while walking along a street in Boston, and soon thereafter paid the penalty of his high handed deeds. His capture broke up the pirate bands of the northern pirates, but those of the south still remained as a menace to all traffic by sea.

At last something like an organized effort was made to break up the gang of desperadoes that prowled about the seas. Captain Woods Rogers, a brave and trusted officer of the king's navy, was sent against them with a fleet of sufficient size to strike terror into the hearts of the freebooters. He came to the island of Providence in the Bahamas, where Teach and his gang had fixed their headquarters. As Rogers approached and was about to open fire upon them, the whole of the band except about ninety hoisted the white flag, claiming the royal pardon which had been extended shortly before to all who would return to their duties as law-abiding citizens. Blackbeard and his lieutenants with their crews were not present and thus escaped. The

nest was not broken up. It was merely shifted to North Carolina. The ninety that refused amnesty and had escaped the clutches of Rogers soon joined their forces with Blackbeard and coming to the coast of North Carolina, took up their headquarters in the Cape Fear river, with other places of rendezvous in the Pamlico river and sound. There were no people living on the Cape Fear river at that time, for Sir John Yeamans' colony that settled there years before had removed to South Carolina. The remains of their settlement furnished shelter and temporary homes for the pirates.

In their new quarters they seemed to put on new life and to follow their nefarious calling with more vindictiveness than ever. For some cause Captain Rogers had not followed them, but had hoisted sail and gone back to England leaving the pirates masters of the sea. Soon thereafter Governor Robert Johnson, of South Carolina, took matters into his own hands and resolved to chastise the buccaners. Accordingly he sent out Captain William Rhett with two sloops to watch their movements and, if possible, to bring them to justice. Rhett had hardly crossed the Charleston bar when he espied Bonnet's vessel, which he chased into the Cape Fear and captured after a stout resistance. He took his prize to Charleston with thirty prisoners, who, with their commander, paid the penalty on the gallows. Governor Johnson himself soon after went in pursuit of Worley and after a desperate engagement off the harbor of Charleston captured him. The entire band of the pirates, with the exception of Worley and one other were killed in the battle; and they were dangerously wounded. They were taken to the South Carolina metropolis and immediately executed for fear that death would cheat the gallows. Vane was run down and slain soon afterwards, and the band once so formidable was materially reduced.

But piracy was not yet broken up, though it had received a signal reverse. Blackbeard, the boldest and most redoubtable of the gang, with fifty or sixty followers, still hovered about Ocracoke and the Pamlico sounds. He defied capture and boasted that he was a match for the king's navy.

In 1718, while cruising off the coast of South Carolina, Teach captured a vessel having on board Samuel Wragg, a member of the executive council of South Carolina, and a man of means and influence. Blackbeard robbed Mr. Wragg of \$7,500 in specie and held him for ransom. The bold freebooter had the effrontery to send four of his men to Charleston to demand a ransom. Johnson a chest of medicine threatening that, if the drugs were not sent at once, Mr. Wragg's head together with the heads of all other prisoners would be sent his majesty by early breakfast the next day. The energetic governor had no means at that time to resist the lawless pirate; therefore, to save the lives of the unfortunate prisoners the medicine was sent.

After reveling in blood for years and amassing a large fortune by his deeds of violence, Teach went to Edenton, N. C., then the capital of the province, and applied for the king's pardon which had been offered to all pirates who would return to their duties of citizenship. Governor Eden granted Blackbeard and his followers the certificate of pardon, and they settled near Bath in the same state to enjoy their ill-gotten gains. About this time Blackbeard married his thirteenth wife. She was unquestionably a woman without much feminine curiosity, or she would have become somewhat inquisitive as to what had become of her twelve predecessors.

Restless and roving in his disposition Blackbeard could not long remain contented upon land. Accordingly to the sea he went with his followers who were at all times under his guidance. Not long afterwards he returned to Bath ostensibly as a trader bringing a French ship loaded with sugar and cocoa. He claimed that he had found the vessel abandoned at sea, but there were no marks of violence by storm that would occasion such a belief. No apparent reason could be shown why a vessel voluntarily should abandon a vessel at sea in the excellent condition in which it was said to have been found.

Governor Eden ordered a court of admiralty with Tobias Knight as judge to sit at Bath to decide upon the merits of the case. Evidence was taken from Blackbeard himself and some of his gang in support of the falsehood about finding the vessel adrift. The court, in face of the notorious past record of Teach and the witnesses, decided that the boat was a lawful prize and the property of Edward Teach, the finder. It seemed strange that evidence which could have been obtained from a court composed of men who must have known the real character of Blackbeard. It is true that he had outwardly reformed, had given up the pretension to piracy, and was trading ostensibly as a law-abiding citizen.

Williamson, in his history of North Carolina, published shortly after the events here described, makes a statement, which, if true, will help to clear up the mystery of such a verdict. He says that twenty barrels of sugar and two bags of cocoa of the French ship were afterwards found in the larder of Tobias Knight, the chief justice who sat upon the case. He could give no satisfactory reason for their presence in his possession, and proceedings were instituted against him as being "accessory to pirates." He was tried but escaped conviction by the testimony of his hands. Mr. Knight, however, was shorn of his influence and no one ever afterward had any confidence in his integrity.

After the condemnation of the French ship by the court of admiralty at Bath, Blackbeard remained in Pamlico river and vicinity to continue his nefarious work. He again threw off the mask and began the business of a freebooter with desire to conceal his purpose only so far as such concealment would contribute to his success. He had his hiding places all along the banks of the Pamlico river and sound. He brought his booty up to the town of Bath, and traded and trafficked with the people as if the whole town was in league with him. Sometimes for months he would live quietly at his home in Bath county; then forsaking the land he would fly his desperate calling on the sea, capturing merchant vessels, killing the

crews, robbing the cargoes, and destroying the rifled vessels at sea.

At last the people of the province, becoming impatient at the repeated acts of the great outlaw, and thinking that Governor Eden was a secret accomplice of the pirate, appealed to Governor Spotswood, of Virginia, for protection. The appeal was not made in vain. The Virginian answered promptly that he would send ample force to bring the noted desperado to justice. At that time Captain Ellis Brand was the naval officer in command in Virginia waters with a small squadron under his immediate direction. Upon the application of Governor Spotswood he detailed Lieutenant Maynard with two sloops to go in pursuit of Teach, who was then in the neighborhood of Ocracoke. Maynard departed from James river at once to perform his mission. After a few days sail he crossed the bar at Ocracoke and came in sight of Blackbeard's ship, Queen Anne's Revenge, with its crew of desperadoes. The pilot had been informed of the coming of Maynard, but made no effort to escape, doubtless thinking that Maynard and his crew would soon be prisoners in his hands.

As Maynard's boat came in gunshot, Teach opened upon him with all his guns. Maynard replied with effect, and the battle soon became bloody. Maynard steered his vessel straight for the pirate, intending to board, but unfortunately ran aground. The pirates fire then became galling. At one discharge twenty of Maynard's men were swept from the deck into the sea. The young lieutenant saw that his antagonist had the advantage, and he was successful if only he could hasten the result. Maynard, therefore, ordered all his crew to go below, and in a moment no one was left upon the deck but the dead and dying. Blackbeard supposing his enemy at his mercy approached the stranded vessel and prepared to board. The two vessels were lashed together and Blackbeard with twenty desperadoes armed to the teeth leaped on board to take possession. Instantly Maynard gave a signal and twenty doughty sailors rushed up the hatchway and lined themselves on deck. For an instant the two determined parties stood eyeing each other. Blackbeard and his crew were evidently surprised at the artifice of their opponents.

Only for an instant, however, was there a lull in the storm. Each party rushed upon the other and the deck speedily became slippery with blood. Each man singled out an opponent and the battle became an aggregate of duels. Blackbeard met his antagonist, and the young lieutenant accepted the challenge. They discharged their pistols without effect in each other's face and lunged them away. Both drew their daggers. Each glanced at the steel of the other and sprang to the combat like ferocious beasts. There was a pause among the other combatants to see the issue of the duel. The two circled around each other for a brief moment, and then each pounced upon the other. They clinched and rolled over upon the deck. They arose and continued the fight. Blackbeard had never before met a match. He had never in the athletic vigor of Lieutenant.

Like an angry lion that is defeated in his object, Blackbeard gathered all his native forces together and made a final lunge at Maynard. The young man saw the glare of his opponent's eyes, and knew that that moment was the most critical of his life. He did not cringe, however, but met the pirate in the full career of his onslaught. The blow of the freebooter was successfully parried and Blackbeard staggered. Before he could recover himself, Maynard's knife had found his vitals, and the great corsair fell dead upon the deck.

By this time all the pirates who had boarded the vessel were dead except seven. They begged for mercy and obtained it. Maynard and his gallant crew then boarded the pirate vessel and found the remainder of the band submitting to their captives. It was about to cast a firebrand into the magazine of powder to blow up the ship. The negro was seized and the catastrophe averted. The living members of the band, thirteen in all, were bound and confined as prisoners in the hold.

Maynard ordered Blackbeard's head to be cut from his shoulders. He had the body of the pirate buried in the bowsprit of his vessel, and with it sailed up to Bath. While there he received the congratulations of many people who came to see the head of the man who had terrorized North Carolina waters so long. After a short stay he sailed away to report at Williamsburg, where he was hailed as a hero and honored by Governor Spotswood and the council of state. The thirteen prisoners were shortly afterwards arraigned before the court of the province of Virginia and given a fair trial. They were all convicted and hanged. In the progress of the trial evidence was taken from one of the pirates, the finding of the French ship mentioned in a former paragraph of this article. He described how the boat was boarded, her crew put to death, and the prize secured. Blackbeard, however, was beyond human punishment. Thus the southern shore was freed of the scourge of outlaws that had exacted tribute from nearly all nations for thirty years.

It has been often said that Blackbeard and his gang buried quantities of gold and silver at different places along the shores of Pamlico river and sound. Many people have been so foolish as to believe that his treasure was hidden in the hope of attaining sudden wealth. The traveler along those localities often sees excavations which are said to show the continued exertions of the money diggers. This is a waste of time, for it is not at all probable that Teach ever buried any money; or, if he did resort to that method of concealment, it is very unlikely that it remained buried after his death. He had adherents upon land who assisted in the concealment of his stolen gains. As soon as Teach's death became known these land adherents made a division of the treasure in their hands, and dug up what was hidden, as was natural for them to do.

Prohibition Voted in Dunn. (Special to The Messenger.) Dunn, N. C., June 14.—A local option election was held here today to decide whether spirituous liquors should be sold in Dunn. A majority of 86 votes was cast for prohibition.

A Cyclone in Virginia. Richmond, Va., June 14.—Upper Hanover and Lower Caroline counties were struck by a terrible cyclone Sunday afternoon. Trees were uprooted, fences prostrated, wheat blown out of the ground in some places and several barns were destroyed. At Bluefield, the old Boswell place, the race track stand was blown 200 yards. No one was hurt.

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ANNEXATION OF HAWAII.

The President to Send to the Senate a Treaty Therefor—The Treaty Already Drawn—The Matter Quietly Conveyed in the Senate.

Washington, June 14.—A treaty for the annexation of Hawaii to the United States will be sent to the senate soon after the return of the president, unless present plans are altered. The treaty has been written and all its details were fully agreed upon before the president and Secretary Sherman left for the south.

The treaty is on the general lines of the treaty negotiated during the administration of President Harrison, and withdrawn by President Cleveland. It provides for annexation without the exaction of conditions on the part of the Hawaiians as to the form of government to be vouchsafed to Hawaii, leaving that question to be entirely disposed of by the government of the United States.

The United States will agree, however, to assume the debt of the present Hawaiian government, but will come into possession of all the Hawaiian crown lands and other possessions of the crown.

Several senators have received definite information concerning the existence of the treaty and are well acquainted with its terms. The treaty had been discussed in the matter, having received the information in confidence. The knowledge of the existence of the treaty has been communicated to members of the committee on foreign relations, and also to members of the finance committee.

In the republican caucus the subject of the treaty had been hinted at, but in rather a vague manner. Senators asserted that there were in progress negotiations looking to annexation, but they would not aver that they knew a treaty had been drawn, nor would they give any assurances that it would soon be sent to the senate. In private conversation with the officials at the state department information that was definite enough to satisfy those with whom they talked, that the treaty had been drawn and only awaiting the signatures of the officers of the two governments to complete it.

The officials at the state department of the committee on foreign relations is assured, as eight members of the committee have approved its terms. This will enable the president to immediately report the treaty to the senate so that it may be taken up immediately after the tariff bill is disposed of.

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CONDENSED SCHEDULE. In Effect May 30th, 1897.

Table with columns for South Bound, North Bound, and Main Line. Includes stations like Wilmington, Fayetteville, Greensboro, and Mt. Airy.

WILMINGTON, NEWBERN & NORFOLK RAILWAY CO. Includes connections and agent information.

IN EFFECT SUNDAY, MAY 17, 1897. Daily Except Sunday. Table with columns for NORTH BOUND, STATION, and SOUTH BOUND.

THE CLYDE STEAMSHIP CO. NEW YORK, WILMINGTON, N. C., AND GEORGETOWN, S. C. LINES. Includes ship names and schedules.

From New York for Wilmington. S S PAWNEE... Wednesday, June 16. S S CROATAN... Saturday, June 19.

From Wilmington for Georgetown. S S ONEIDA... Tuesday, June 15. S S CROATAN... Tuesday, June 22.

MR. M. S. WILLARD, Secretary Carolina Insurance Co. DEAR SIR—Allow me to thank you for the prompt and equitable settlement made by you today as General Agent of the Carolina Insurance Company...

ATLANIC COAST LINE. Schedule in Effect May 27th, 1897. Departures from Wilmington: NORTHBOUND.

DAILY No. 48—Passenger—Due Magnolia 9:00 a. m. 10:40 a. m. Warsaw 10:55 a. m. Goldsboro 11:55 a. m. Wilson 12:45 p. m. Tarboro 1:30 p. m. Norfolk 2:30 p. m. Petersburg 3:24 p. m. Richmond 4:20 p. m. Washington 5:15 p. m. Baltimore 6:15 p. m. Philadelphia 7:15 p. m. New York 8:10 p. m.

DAILY No. 45—Passenger—Due Lake 3:25 p. m. Warsaw 4:35 p. m. Chadbourn 5:25 p. m. Marion 6:40 p. m. Florence 7:25 p. m. Sumter 8:45 p. m. Columbia 10:05 p. m. Rock Hill 11:05 p. m. Bennettsville 11:45 p. m. Macon 11:00 a. m. Atlanta 12:15 p. m. Charleston 1:20 p. m. Savannah 1:30 p. m. Jacksonville 2:40 p. m. Tampa 3:45 p. m.

ARRIVALS AT WILMINGTON—FROM THE NORTH. DAILY No. 49—Passenger—Leave Boston 8:45 p. m. New York 9:30 p. m. Philadelphia 12:05 a. m. Baltimore 2:50 a. m. Washington 4:30 a. m. Richmond 5:45 a. m. Norfolk 6:45 a. m. Petersburg 7:35 a. m. Rocky Mount 8:30 a. m. Weldon 9:30 a. m. Magnolia 10:30 a. m.

DAILY No. 51—Passenger—Leave Boston 9:40 a. m. New York 10:30 a. m. Philadelphia 12:05 p. m. Baltimore 2:25 p. m. Washington 3:25 p. m. Richmond 4:20 p. m. Norfolk 5:15 p. m. Petersburg 6:15 p. m. Rocky Mount 7:10 p. m. Weldon 8:10 p. m. Magnolia 9:10 p. m.

DAILY No. 54—Passenger—Leave Tampa 12:15 p. m. Sanford 2:15 p. m. Lakeland 3:15 p. m. Bartow 4:15 p. m. Kissimmee 5:15 p. m. Orlando 6:15 p. m. Ocala 7:15 p. m. Gainesville 8:15 p. m. Leesville 9:15 p. m. Marianna 10:15 p. m.

Train on the Scotland Neck Branch. Leaves Scotland Neck 4:10 p. m. Halifax 4:28 p. m. arrives Scotland Neck 5:30 p. m. Greenville 6:57 p. m. Kinston 7:50 p. m. Returning leaves Kinston 7:50 a. m. Greenville 8:50 a. m. arriving Halifax at 11:20 a. m. Weldon 11:40 a. m. daily except Sunday.

Trains on Washington Branch leave Washington 7:30 a. m. arriving Norfolk 8:35 a. m. arriving Norfolk 9:40 a. m. Daily except Sunday. Train on Clinton Branch leaves Washington 7:30 a. m. arriving Norfolk 8:35 a. m. arriving Norfolk 9:40 a. m. Daily except Sunday.