

as wide as the world, and drew with it the most momentous and far-reaching consequences.

My title may perhaps raise hopes that are doomed to disappointment. The log-book of a privateer suggests Smollett, Marryat and Clark Russell; but I have no lengthened tale of desperate encounters at long odds, of hairbreadth escapes and rich prizes. The record consists of some half-dozen folio pages, comparatively barren in events, and couched in the plain phrase of an unromantic Jack tar. But in this very plainness lies its chief attraction; for the curt, unpretending jottings deal with fact, and reveal the privateersman's every day life more eloquently than the novelist's most labored narrative. By piecing out the various entries with information derived from other sources, it is possible to reconstruct, in part, at least, the story of this particular cruise.

On November 16th, 1756, six months after the declaration of war, Robert Saunderson and Malachy Salter, merchants of Halifax, obtained a letter of marque for the hundred ton schooner *Lawrence*, which they owned and had fitted out as a "private vessel of war." A letter of marque empowered a vessel to make war on her own