

ing otherwise much damaged, yet he refused to go on board the *Heffor*, contenting himself with writing a short letter to the company, wherein he told them, they might be sure he would do his utmost to save the ship and cargo, by thus venturing his own life and the lives of those who were with him ; adding this remarkable postscript in the midst of his confusion,

*THE passage to the East-Indies lies in 62°, 30, by the North-West, on the America side.*

HE had, however, the good fortune to get into the port of *St. Helena*, where he repaired his weather-beaten ship as well as he could; brought her safely into the *Downs*, the 11th of *September* 1603; and lived near thirty years afterwards in an honourable affluence, acquired chiefly by this successful voyage<sup>\*</sup>.

CAPTAIN *William Parker*, of *Plymouth*, was fitted out by certain merchants to cruize on the *Spaniards*, in the *West-Indies*, in 1601. His whole strength consisted in two ships, one of 130, and the other of 60 tons, with about two hundred and twenty men<sup>†</sup>. He sailed in the month of *November*, reduced *St. Vincent*, one of the *Cape de Verd*-islands ; then steering for the coast of *America*, he took the town of *la Rancheria*, in the island of *Cubagua*, where the pearl-fishery is, and plundered it. He proceeded next to *Porto Bello*, which was then a very strong, well-built town ; entering the port by moon-light, he passed without resistance, and attacked the place by sur-

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<sup>\*</sup> Camden. Annal. p. 639. Purchas's Pilgrim, vol. i. p. 147.

<sup>†</sup> Harris's collection of Voyages, vol. i. p. 747.