

Gerrish, junior, Nicholas Pike, author of the *System of Arithmetic*, Moses Brown, William Bartlet, Jacob Perkins, Theophilus Parsons, whose reputation as a lawyer, and whose profound knowledge in almost every department of science, has probably never been surpassed, if equalled, in the United States. But the grateful task must be postponed to some more propitious occasion. During the sanguinary scenes of the revolution, her citizens, both by land and sea, furnished their full proportion of money and men, to carry on the war, with a zeal and unanimity seldom equalled, and if, with their characteristic energy, they entered largely into the business of privateering, and captured many large and valuable prizes, their losses were also unusually great. Twenty-two vessels, with all their crews, from thirty up to one hundred and seventy men each, went to sea and never returned, a loss of life, compared with which, the massacre at Bloody Brook, which sent a thrill of anguish through the whole colony, was a trifle. One of these vessels was the *Yankee Hero*, carrying twenty guns, with a complement of one hundred and seventy men, commanded by James Tracy. 'Some fifty of her crew were volunteers from the enterprising young men from Newburyport and vicinity.' Some families gave up two. There were two brothers named Brookings, two Bradbury, two Willard, two Stickney, and several others. Twenty-three were sons of widows. The flower of many families, embarked on board of her, found thus together a watery grave, as after leaving Boston she was never seen. The *America*, captain William Collin, a twenty gun ship; the *Wexford*, captain Philip Trash, an eighteen gun brig; a letter of marque, captain Jonathan Jewett; brig *Bennington*, captain Hart; schooner *Civil Usage*, carrying eighty men, captain Jeremiah Hibbard; a schooner, commanded by captain Springer; with fifteen other vessels, of various sizes, all shared the same fate. The crews of these twenty-two vessels, all owned in Newburyport, probably amounted to more than one thousand persons. What, then, must have been the loss of life, at sea, to say nothing of property, during the revolutionary war, from the sea-coast of New England alone? We at the present day can have but a faint conception of the enthusiasm, that pervaded the country during that momentous crisis, or of the sufferings and privations, experienced by our fathers, in that fearful struggle. One of the first privateers, fitted out from Newburyport, was called the *Game Cock*. On leaving the harbor, the captain sent a note to his minister, desiring prayers that God would preserve him in his attempt to scour the coast of our unnatural enemies! The extent of his petition may be inferred from the fact, that his vessel was a sloop of about twenty or thirty tons, and carried four swivels! Another privateer, called the *General Ward*, commanded by captain William Russell, was still smaller, as it carried one swivel, and thirteen men, each of whom had a musket. In a short time it took two brigs and a schooner. The schooner, which had been given to two of the captors, was retaken, but the brigs arrived in safety. I have had the use of several journals, kept by those who had been engaged in privateering. From one kept by captain John O'Brien, I make a few extracts. On June ninth, 1779, he sailed in the armed schooner *Hibernia*. On June twenty-first, took an English brig and sent her in. On June twenty-fifth, had an engagement with a ship of sixteen guns, from three till five o'clock, P. M., when the *Hibernia* left her, having had three men killed, and several wounded, and was then chased by a frigate till twelve o'clock. On July seventh, took a