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From the year 1852 to 1854 the Chinese sea, from Shanghai in the north to Singapore in the south, was infested with pirate craft. As for that matter, this sea had been the cruising ground of pirates for a score of years previously, but I mention these two years for particular reasons. One was that I was engaged in a vigorous warfare against them, and the other that the close of 1854 witnessed the death of the leading spirits and broke up piracy as a trade. In those far back days comparatively

nothing was known of China outside of a few seaports. Treaties were of little account, and consuls were few and far between. Every merchant ship was expected to defend herself, and the captain of every man of war 一一一大大大学的一种一个一个一个一个一个一个一个一个一个一个 refused to renew his water and provisions. All nations were trading with China, but, aside from a few seaports, all China hated all other people. At the docks at Hong Kong I

could drink tea with the Chinese merchants, Half a mile away the people would have cut me to pieces. While the country wanted to sell its products, it hated the men who bought them. While it wanted the goods of other countries, it despised the makers and ship pers. There is no doubt that the Chinese government tacitly encouraged piracy, and, could the great mass of the population have had its say, not a single foreigner would have ever been allowed to land on the coast.

In the year '54 there was an association at Canton called "The Foreign Traders." It was composed of Americans, Englishmen, Germans, Frenchmen, Spaniards and Russians, and numbered over sixty representatives. The capital represented amounted to millions, and the object was threefold. We had more power with the Chinese government than any foreign minister. We had rules and regulations regarding the tea trade. We could carry a point by protests and threats. Every pound of tea from a district 500 miles square had to pass through our hands. We filed many protests against the pirates and the laxity of the government in hunting them down and were finally officially informed that we were at liberty to take any steps we deemed best in the matter. That meant we could fit out a craft and go for the rascals right and left handed. We had been anticipating this, and had a craft ready at Hong Kong. She was an American schooner of excellent model and large spread of sail, and we knew that she could outsail anything, native or foreign, we had ever seen in those waters. We armed her with a Long Tom and four twenty-four pounders, having bought the guns from the sale of the salvage of a French man of war. Then we picked up a crew of fifty men, all foreigners and sailors, and when we went out of Hong Kong we were prepared to give the pirates Hail Columbia. I was purser of the schooner, which was called the Revenge, and her captain was an Englishman named Wetherbee, who had served as a commissioned officer in the regular service. The first lieutenant was an American, and the other offices were divided up among the other nationalities. We flew the association flag, and while we had liberty to go for pirates, we were warned that any mistakes would be made to cost us

dearly. The two boss pirates of that date were Shung-Wong and Chin-Lung. The first had a fleet of seven or eight craft, and haunted the sea from Singapore north to the Tong-Kin Islands. The second cruised from thence as far north as Shanghai, having his headquarters at Formosa Island. He was reported to have a fleet of nine craft. That both were monsters we had a hundred proofs, and that both had grown rich and powerful it was easy to show by the long list of missing vessels hanging in the headquarters office. While we had kept our movements as secret as possible, we had no doubt that government officials had given us away, and that the pirates would be on the watch for us. To deceive them as far as possible, we ran to the south for three days, and spoke and reported to four shi, s bound for Canton. Then we ran over toward the Philippine Islands until we had a good offing, when we headed up for Formosa to get acquainted

with old Chin-Lung. During the next three days we did not sight a sail of any sort. Then early one morning we fell in with a lot of wreckage which showed us that a trader had been overhauled and burned We were now to the east of Formosa, and fifty miles off the coast. Men were set to work to give the schooner the appearance of a vessel in distress, and under a light breeze we made slow headway towards the island. It was about 4 o'clock in the afternoon before anything approached us, although we saw a number of native craft at a distance. Then a small junk came out from a bay about five miles off; and headed directly for us. Everything aboard of us seemed to be at sixes and sevens. A man was lashed to the mainmast, to represent the captain, everything aloft was askew, and the seven or eight men on deck were scemingly drunk and having a high old time. We had a man aloft to play a part, knowing that we should be hailed in English. Both of these boss pirates had Americans and Englishmen with them-rascals who had deserted their ships and voluntarily adopted the life of a pirate-and one of them was always put forward to hail a ship. The junk came steadily forward to within hailing distance before she came up into the wind. This was proof, whether she was honest or not, that our appearance had deceived her. The men on deck yelled and shook their fists, as drunken men might do, but at the first opportunity a voice hailed us.

"Schooner aboy! What schooner is that!"-"The Revenge, Capt. Thatcher, bound to Shanghai," answered the man aloft.

"What's the matter aboard?" "Crew in a state of mutiny for the last three days. They have lashed the captain to 'the mast and driven me aloft,"

"What's your cargo?" "General merchandise."

"Any arms aboard?"

"Only a few muskets." There were a dozen men aboard the junk, but they dared not attempt to board. They chattered away among themselves for a while, and then the spokesman called out:

"Very well; we will bring you help," With that the junk headed back for the bay, accompanied by the yells and curses of the apparently drunken crew. We had a native aboard called Shin-Lee. He had been in the headquarters office for several years, and could be depended upon. He gave it as his opinion that the junk was a spy boat sent out by the pirates, who never attacked a vessel by daylight without taking all due pre-He said we would see the pirate

fleet come out in case no sail appeared upon the horizon, and his words were speedily verified. We had been gradually edging inshore, and were not over five miles from the le d, when we caught sight of five junks coming out after us. There was a good

working breeze, and now, as was only natural, we began to claw off. By seeming to want to get away very badly, but by carefully manipulating the belm, we were seven miles off the land before the fleet reached us. We were satisfied of their intentions, long enough before. It, was not to help a vess. I in distress, but to take advantage of one al-

most helpless, The junks kept pretty well together, and when within rifle shot each one raised Chin-Lung's flag and uttered a cheer. Each had a couple of howitzers, with which they opened fire upon the schooner, but no harm had been done when we were ready to spring the trap. At the word of command every man was on deck, the gun crews jumped to their stations, and things aloft were shipshape in a moment Then we wore round to get between the pirates and the bay, and opened fire. Chinese junk is a mere shell. The solid shot went through them as if they had been paper. The poor devils were unnerved as soon as they saw the trap into which they had fallen, and devoted all their energies to getting away. We could outsail any of the junks, but it was quick work with four of them. They were sent to the bottom one after another, and as we came up with the fifth we ran her down. Our stem struck her full on the starboard broadside and cut her almost in two. She had at least thirty men

shriek as they went down to watery graves. A few came up to clutch at the wreckage and beg to be taken aboard, but not one of them would the captain lend a hand to. Such as the sharks did not get hold of drifted out to sea with the tide. It was a fearful retribution, but these men were monsters. Inside of thirty minutes from the time we opened thre the fleet was at the bottom and at least a hundred pirates had paid the penalty of their

Our captain was lamenting the fact that he had not picked up one or two in order to secure information when there was a row forward, and it was announced that a pirate had been found hanging to the chains. When brought aft he was ready to do anything to save his life. His name was Mung-Hang, and he had good cause to believe that we would reverse it. He was the captain of the junk we had run down, and was ready to tell us all about old Chin-Lung. The bay was his rendezvous, but his plunder was hidden on the coast near Foo Chow. There were barracks for the men up the bay, and thirty or forty men there at that moment. They had captured a French brig several days before, and she was then at anchor in the bay waiting for Chin-Lung's return. He was then up among the Lioo Kio islands with four junks to capture a large ship which had drifted into shoal water, but was not abandoned. If we would spare his life he would pilot us anywhere and prove his gratitude in any way. Shin-Lee took him in hand for a few minutes, and then announced that we could depend upon him. We ran into the bay, brought up alongside of the brig, and sent forty men ashore to clean out the place. Not a pirate was to be seen, all having bolted for the woods. Everything which would burn was set on fire, and a prize crew was put aboard the brig to navigate her to Hong Kong. She reached that port safely, and our salvage money went far to reimburse the company for its outlay.

When we sailed out of the bay it was to look for the boss pirate. He was nearer than we thought for. At 8 o'clock next morning we saw his fleet dead ahead, on its way back to Formosa empty handed, and by 10 we had the junks under fire. These were a braver lot of men. Knowing that they could not outsail us, and seeming to suspect that we were an enemy, they closed right in for a fight. It did not last long, however. We had one man killed by the fall of a block from aloft, and three or four wounded by the bullets from their ancient firearms, and in return not a man of them escaped. In less than an hour's fighting altogether we sent nine junks and 200 men to destruction. Butchery, was it? Well, call it so; but remember that in the previous twelve months the fleet of this old pirate had captured no iess than ten foreign craft and six traders, and that every man, woman and child aboard had been murdered. There was no sentiment about Chin-Lung. He thought of nothing but blood and plunder, and he would cut a child's throat with a smile on his face.

We were now ready to sail in search of Shung-Worg, who had less power, but was just as great a villain. These two leaders had divided up the territory, and compelled all lesser pirates to join them and come under their control. So, then, we had only two men to strike at to down the whole lot. At the close of the third day, after heading for the south, we came upon the track of the piratical fleet. A tracker in woods and dye stuffs had been overhauled about a hundred miles north of the northern group of Philippines, called the Little Philippines. The crew consisted of three men and a boy, and the vessel had only part of a cargo. Shung-Wong had boarded her himself, and although the crew were native Chinese, he could not restrain his bloody hand. He demanded a sum equal to \$300 in American money. There was only about \$20 aboard, and he personally cut the captain's throat, had the others flogged, and went on his way to the Bay of Luzon, which is on the west side of the island of that name. We spoke the trader, and received from her terrified crew the incidents above narrated, and then shaped our course for the bay. As luck would have it, an American ship called the Joseph Taylor was ahead of us, and as she passed down the coast was attacked by the fleet about seven miles off shore. We heard the rumpus about an hour before daylight. There was little breeze, and though greatly outnumbered, the crew of the Taylor beat the pirates off. At daylight the wind freshened, and we slid in between the junks and the shore just as they were preparing for a second attack. We were no sooner within range than we opened on them, and, seeing escape cut off, the fellows tried hard to lay us aboard. In thirty minutes from the opening of the fight we had sunk or run down every junk, and disposed of every pirate, and only had four men

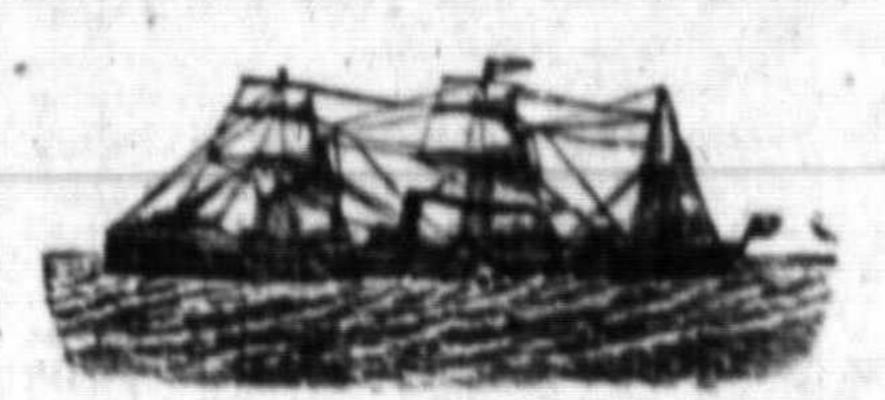
wounded in doing it. Our work had been done so promptly and well that it struck terror to the hearts of all evil doers in those seas, and it was several years before another act of piracy was committed. The Chinese government returned its thanks to the association, ship owners sent in contributions of money to express their gratitude, and when we came to sell the schooner to the Chinese government as a cruiser, the company was financially ahead. It was probably the briefest cruise and attended with the greatest results recorded of an armed vessel. - New York Sun.

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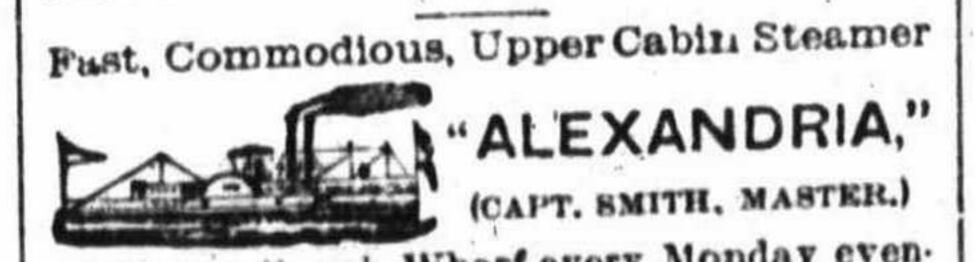
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