

**AN ACCOUNT OF THE  
PIRATES EXECUTED AT ST.  
CHRISTOPHER'S, IN THE  
WEST INDIES, IN 1828**

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An Account of the Pirates Executed at St. Christopher's, in the West Indies, in 1828 by Enoch Wood

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**ENOCH WOOD**

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**CAPTAIN JOSEPH LAZARO BUYRAN.**

AN ACCOUNT  
OF  
THE PIRATES

EXECUTED AT ST. CHRISTOPHER'S, IN THE  
WEST INDIES, IN 1828.

BY ENOCH WOOD.

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356.

## INTRODUCTION.

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THE following pages contain a plain statement of the capture, trial, and untimely death of a horde of pirates, who had committed a variety of depredations on vessels of almost every nation. An account of the affair was issued from the colonial press; but, as that did not comprehend any particulars of their religious behaviour, and the visits and conversations of different ministers with them, the following narrative will supply that defect.

*ST. CHRISTOPHER'S,*  
*December 17th, 1828.*

## THE PIRATES,

&c.

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MAN'S WORST FOE IS MAN.—KIRKE WHITE.

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THE *Las Damas Argentinas* was a large top-sail schooner, about ninety tons burden; mounting one long eighteen pounder, fixed on a pivot, and had, when taken, a stand of small arms for sixty men. Amongst these were a large number of long knives,—weapons which the Spaniards use very dexterously. They are about the size of a common English carving-knife, but for several inches up the blade cut both sides. On one side of these was engraved in Spanish, "*Never draw me but with reason;*" and on the other,



*"Never sheathe me but with honour."* The original proprietors of the schooner resided at Baltimore, in America. She sailed as a privateer under the Buenos Ayrean government; the commission being granted to a Mr. Quincy, for one year, dated in 1826. From Quincy it was transferred to a Mr. George Styles; and from Styles to Captain Joseph Lazaro Buysan; who, to serve his purpose, altered the date of it.

Buysan, though in the morn of life, had passed through various chequered scenes. By his own account he was descended from a respectable family at Majorca, a Spanish island in the Mediterranean. He received his education at a military college there; and at a very early period entered the Spanish navy. He was an Officer on board the *Ligero* man of war, and engaged in an action with the *Boquilla de Pedra* on the coast of Vera Cruz, when they threw off the yoke of Old Spain. In this affair he was wounded by a musket-shot in the right hand. Honourably as he commenced his career, promotion not

arriving so rapidly as his ambition or thirst for money led him to wish, he relinquished his post as the defender of his country's rights, and engaged in the most degrading of all human occupations,—

*A dealer in the muscles and the bones of man !*

In this service he acted as mate on board a vessel trading from the Havannah to the coast of Guinea; receiving eighty dollars per month, beside four dollars additional for each slave they obtained. Wealth now flowing in more plentifully, he became owner of a privateer against the Colombians, in 1821; which being lost in a storm when he was on shore, he again had recourse to the slave-trade. In this he continued until he became acquainted with the parties owning the *Las Damas Argentinas*. Beside the wound in his hand, he was also wounded in two other places, but not very severely, whilst beating off the crews of two Colombian privateers when "slaving," and through

the superior sailing of his vessel made his escape.

The first voyage of the schooner was in November, 1826. Her crew was shipped in St. Thomas's and St. Bartholomew's. She was then under the command of Quincy; and Buysan acted as prize-master. The vessel bore the name of Bolivar; but a few hours after they departed, the commission was shown to the crew, and her name changed to *Las Damas Argentinas*. They steered to the Western Isles; and, after cruizing in that vicinity, proceeded to Cape St. Vincent, where a Spanish Felucca† was taken laden with iron. An Officer and prize-crew being put on board, she was sent to St. Eustatius, in the West Indies; but as she never reached port, and the crew was never heard of, it was supposed she foundered at sea. The crew of the Felucca were put on board a Spanish brig, which was met with a few days after, and allowed to continue her

† A small vessel with three masts, known amongst English sailors by the term *Lugger*.