

**Youth's Department.****BIBLE LESSONS.**

Sunday, January 21st, 1866.

JOHN vii. 20-36: Opinions of the people in regard to Christ. 1 KINGS vi. 1-22: Description of the Temple.

Recite—RUTH i. 15, 16, 17.

Sunday, January 28th, 1866.

JOHN vii. 37-53: The Pharisees would have Christ taken. 1 KINGS vi. 23-38: Description of the Temple.

Recite—HABAKKUK iii. 17, 18.

**Further respecting the Murder Case.**

Having given in our last issue the statement made by John C. Douglas, the Mate, we presume that those of our readers who do not see other newspapers would like to have opportunity of reading Dowcey the Cook's Confession. We therefore insert it in full. It is a horrid tale of villany and blood, and we should not ordinarily encumber our pages with such documents; but the importance of this, and the present probability of Douglass having to suffer Death in company with the cook the actual murderer of Capt. Benson, are, we think, reasons for its publication. How far this story is true or false we cannot say. It is a fearful illustration of the progress of crime in the cook. This confession differs from his former one, in that it does not charge Douglass with striking the first blow, and it makes the German Bill, who was acquitted, and the boy Stockwell, who has returned to his home, accomplices in the perpetration of the murder. Since our last issue we have read the judgment given by His Honor the Judge in Equity. He ably disposes of much in the evidence on which Douglass's complicity with Dowcey the cook was supposed to rest, and refuses to endorse the verdict of the jury against the mate.

**THE COOK'S CONFESSION.**

I, Harry Dowcey, knowing that my end is near at hand, do make the following voluntary, full and free confession:—

I got acquainted with the mate Douglas in Jamaica. He and I became acquainted in a house where there were several females, the mother of whom I intended to marry this Christmas. From Jamaica we came to New York together in the mail steamer Montezuma. I shipped in that vessel, and he worked his passage in her. On the passage we made it up to sail together after we got to New York. After we had got there, he smuggled my chest ashore from the steamer, and I ran away from her. We took separate boarding-houses. Shortly after this he shipped as mate in the brig Zero. He took me on board one morning, and recommended me to the captain as a boatswain who had been sailing with him for some time. The captain refused to take me either for a seaman or anything else, as he said he wanted to have a white crew. I went away, and shortly afterwards the captain of the Zero shipped a crew, and a colored man for cook, but the latter did not suit him, so he discharged him. The mate came to my boarding-house after me, unbeknown to the captain, and asked me to go cook in the Zero. I joined her as cook. The captain came aboard after I had shipped, and said "so you are going with us after all." We sailed on a Monday. What had induced me to go with the mate was, that he told me that the captain had offered him wages that he didn't like, but told him that when they got to Cow Bay, he would give him command of a brig that he was part owner of there, and that I could then go with him, and we could always be together. Every thing went on well until we got to Cow Bay. When we got there, the captain did not seem to like the mate, and he went to Sydney, where the brig that he was part owner of was, and he gave orders for her to proceed to New York, under the command of her present captain. So the mate did not receive command of her. The captain when he returned to Cow Bay, told the mate that the brig had gone to New York before he had arrived at Sydney. The mate was angry about this. The captain and the mate were upon bad terms from this to the time that our coals were got in. Then some of the men ran away, and the captain blamed the mate for this. The mate was more then ever against the captain after this. After we got in the coal we hauled out to the stream, and late on the night after hauling out, the captain went ashore, but before doing so, he said that he had hauled out the vessel because he had understood that the mate was inducing the boy and I to run away with him (the mate). When the captain came back to the ship from the shore the boy told the mate what the captain had said. Nothing more was said on the matter this night, as it was too late, but on the next morning, which was Thursday, the captain gave the mate charge of the vessel, and told him he was going to Sydney to ship some men in the place of these who had run away, and he (the mate) was to take charge of the vessel until he came back. After the captain was gone, the mate came forward and mentioned to me what the boy told him as to what the captain had said. He also told me that as the captain had such a bad opinion of him, he had a good mind to run away with the vessel.

He asked me if I would consent to go with

him in the brig to St. John's, Nfld. I told him no, I could not do it. He said that I needn't be afraid, as he could go ashore and ship some more men. I told he could not manage it very well as there were too many vessels in the harbor. He said he would wait until over-night and slip the cable, and sail out of the harbor. He pressed me very hard, but I would not consent to this: thereupon he said if he did not go away with the brig he would with the boat—probably to Prince Edward Island. He asked the boy and I if we would consent to go with him. In the afternoon we got the boat ready to go away; and the mate sent the boy to the window of the captain's cabin to get a chart and money, if there was any, and ammunition, for the latter was there as well as a revolver, [Dowcey believes the revolver was in the captain's pocket when he was thrown overboard.] There was no money there, neither could he find the revolver. The mate overhauled the chart, and kept it; this was in the afternoon. The mate ordered me to get two barrels of flour and a barrel of pork out, take it on shore and sell it to get some money to travel with. I got the barrels out, but would not consent to carry it in the boat around the Island to the shore. About 7 in the evening after we had got the boat ready we found there were too many things in it, so we took only the loose meat that was open, and put all the rest back, and after getting everything in except our clothes, the captain came alongside with the two Germans, and he thus caught us in the act of going away. The two Germans and the captain came on board; he saw our boat on the opposite side of the vessel; we had put a mast in her. The captain asked the mate what boat that was? The mate said it was our boat. The captain asked what she was doing with a mast in her? and the mate said, "you have been speaking badly about me to other captains, and you accused me of trying to run away with the vessel with the steward and boy, and besides you disappointed me of the promise you made to me of giving me command of a brig in Sydney, therefore I have made up my mind to go away, and I was going when you came on board." The captain said: "Well, this is a hard job too; I left you in charge of my vessel, and just now you were going away and would leave her all alone." The mate said he would have secured the vessel before he went away. The captain said he did not believe he (the mate) would have done so. The captain then called me and ordered me to get the things out of the boat, which I did, and he called all hands aft to hoist the boat in, which was done. He then gave us orders to get the anchor up, and get under-way. The mate refused to get the vessel under-way, and tried to persuade the Germans and myself not to, and raise a row, but we didn't mind him and obeyed the captain; but the mate would not do anything. The captain came forward and spoke to the mate, who said there were not hands enough, and he would not therefore consent to go to sea. The capt. told him he had often times gone to sea with as few hands, and he did not see why he could not now. He persuaded the mate very hard to return to work. The mate saw that we would not take part with him, so he went to work. We got under-way that night, which was Thursday.

Everything was, after this, upside down with the mate and captain. The mate did not eat a meal with the captain until Saturday at dinner-time. In the meantime the mate and the boy were plotting, and the boy told the mate everything he heard the captain say against him. After we got out to sea on Thursday night, the watches were divided, the captain took the two Germans, and gave the boy to the mate. Then the mate refused to take the helm, and the boy had to steer the vessel. This caused great confusion between the mate and the captain, because the boy could not steer the vessel properly. The mate said he did not ship to steer, and the capt. said he might just as well take the wheel himself as he was short of men. The mate still refused.

During the night watch on Friday, the boy got the vessel on a wrong tack; the captain was asleep then, and this waked him up; he came up on deck, took the wheel from the boy, got the vessel all right again, and was forced to stop up all night to keep his own watch, and the mate's too, because the mate had refused to steer on this as well as on the previous night. On Saturday, after dinner, the captain called one of the Germans aft, and he wanted him to sign the articles. The German refused doing it, as he said the captain had promised to give him and the other German \$25 the run, instead of (as he, the capt., said) \$25 the month. Then the capt. called the other German, and he also refused to sign the articles. The captain said that if they didn't sign that day, they would sign on Monday. He said this as if he intended to make them do it by force, or by coaxing, or some other way. The Germans then went away, and the captain called the boy, and told him if he should see anything going wrong between the mate and the men forward, that he was to acquaint him, and he would use his revolver, if necessary. The boy came forward and told the mate all this. Then the mate went to the Germans, and told them that they would be foolish if they signed the papers. After this the captain called the mate aft, and spoke to him about going away with the boat, and he and the captain then had an awful row. The capt. threatened that he would put the mate in jail when he got to port, and the boy and me as well. This took place on Saturday afternoon, about 1 o'clock. No blows were struck between the captain and the mate when they had the quarrel. The captain afterwards went below and turned in. It was the mate's watch on deck with Charlie, the German. After the captain had turned in, the mate came forward and called me out of the galley. I was not

aware of the row in the cabin until the mate told me of it, and what I have said about the above, the mate told me. The mate also said to me that he was sorry that he had not his own revolver on deck with him when the captain came on board on Thursday night,—that he would have shot him off the ship's rail, where he was standing, and have gone away with the boat after all. I told him when he said this, that it would not have been of any advantage to him. He said that he always had the intention of doing the captain a private injury, and he would do it before he got to port. I said to him that I did not know what private injury he could do to the captain at sea. He said:— "Well, if he could get the Germans to consent to give the captain a passage overboard, he would alter the ship's papers and take the vessel to the West Indies, sell the cargo, and take her down to the Spanish Main, there sell her, and divide the money with all hands. I told him I did not think he could do this, that it was a bad thing to plot against a man's life. He said he did not like to take the captain's life himself, but he would like to get the Germans to do it. He told me to go and ask the Germans if they would do it, and then he went away to his work, but he said before he went away that I needn't be afraid, that he could do everything all right. I went to the galley to my work, and consider about what the mate had said, but I did not approve of it much. Some time after this I went aft to the mate and asked him about it a second time. He was at the wheel at this time. He told me that there was no danger, that we need not be afraid, for that he would do everything all right. I said to him that he would not be able to do anything with the papers,—he said that he would, that he could alter any ship's papers. I then left him and went about my work again. Charlie, the German, was splicing the main-sheet, alongside where I and the mate were talking, and when he came forward I asked him if he heard what we were speaking about, and he said no—that we were talking too fast. I then told him what the mate wanted to do, and he did not hold with it much—he said he did not know what to say, and that I was to tell Bill, and whatever Bill said he would say the same.

At four in the afternoon (Saturday) the captain's watch came on deck, and it was the mate's watch below. The mate came to the galley to me, and he asked me if I had said anything to the Germans. I told him yes, and that the one I had spoken to did not seem to be agreed. He told me to ask the Germans again, and then he went away. At supper time I went to the fore-castle, where I met Charley and Bill talking, and I wanted to know what they were talking about. Charley told me he was telling Bill of it, and I asked him what Bill said about it. Both of them said that they did not approve of it, and that it was not a good thing to do—that when they got to the West Indies we would be put in jail. I did not say any more to them about it until after supper, when the mate came forward and sent Charley to the wheel to relieve the boy, who was to get his supper. When I went out of the fore-castle Charley said he would have nothing to do with the mate's plan. The mate, who was standing with me by the fore-castle, asked me what they had said about his plan, and I told him that they did not seem to agree with it. He said never mind, they would agree to it another time likely. This was about six o'clock in the evening. I went inside the fore-castle, and left the mate standing outside. The German Bill asked me why I did not give the captain a push overboard; I thought that Bill was willing enough to do it, but as Charley refused to have anything to do with it, it discouraged Bill, and that then he wanted me to do it. I told Bill then that if I had as good a chance as he had that I would do it. Then Bill planned out to see up who should throw the captain overboard. I would not have anything to do with the drawing lots, which he wanted. I went to my work after this, as did the mate. About eight o'clock the mate came forward to the galley to me, and asked me whether we intended doing it or not. I told him I did not care about having anything to do with it, as the Germans had refused. He persuaded me to take the matter in hand myself, if they wouldn't do it. He then went below. Nothing more was said between us until next morning (Sunday), when I was called up and went about the galley to get breakfast ready; then he and the boy were there. The boy told me that the captain came on deck at 4 and took the wheel, and had kept it for a little while, then gave it to Bill, went down and turned in. He asked me if the Germans were going to throw the captain overboard. I told him I did not think they would do it, and he said that it was not a hard job to do, that he would almost do it himself, but I told him that he was not capable of doing it. He said perhaps the Germans had not the heart to face the captain while he was standing about the deck, and that it would be a very good thing to watch him when he was in his berth and smother him. I left the boy in the galley peeling some potatoes, and went after Bill; I spoke to him about the matter, and he said if I went down and smothered the captain he would help me get him out. We stood then for a long time and considered on it, and I went down to the cabin and smothered the captain with a belaying pin. I struck him on the head, above the ear, two blows. During this time the boy had left the galley, and went aft to Bill with my pipe, smoking it. After the blows were struck I called out—a whistle—and then the boy looked down the binnacle, and also came down the step. I told the boy to send Bill down, which he did, and took the wheel from Bill. Bill came down and looked into the berth, then went and called the mate, and then went forward. He called Charlie and told him what had been done. The mate then came out of his room, and went into the captain's state-room.

He told me to get the captain out, and I asked him if he would not get him out himself. He said no, that he did not feel very well,—that he would send Bill to help me, and he took his pipe and went forward, I went with him to the fore-castle, where he lit his pipe, sat down on my chest, and ordered Bill to go with me and get the captain out. Bill did not care about going, when the mate ordered Charley, who refused also, when he sent Bill and I a second time, and we went to get the Captain out of the berth, just as he was. He spoke and said, "Don't my dear men, I will go with you anywhere." Bill was in a hurry; we did not stop to hear any more but rushed on deck with the captain.

When walking along the rail Bill slipped off on deck, upon which the captain fell, and he spoke. He said the same that he said before. Bill picked himself up and got bold of the captain, and Bill and I launched him off the rail. He spoke "when he got into the water, saying "Save me!" The mate then was looking through the fore-castle, and the boy walking by the fore-castle, and the mate asked us if we had done it, although he must have seen us throw the captain overboard. We all met in the fore-castle then. The mate was still sitting on the chest smoking. Bill then clapped his hands, and said what are we going to do now? we have no captain. The mate said "What are you talking about, I am captain of the vessel now," and the boy made the same remark, and said, "You must remember that you must not call the mate by that name now, but captain."

During this time it was perfectly calm, and we could hear the splashing of the captain in the water, and we could hear him speak, but it sounded like a groan from where we were, and we could not distinguish what it was that he said. The mate asked me how much water we had in the casks. I told him I thought we had enough if we were going to the West Indies, for the crew we had on board. He then said he intended to run the vessel close to the American shore, and go ashore in the boat and get a few more men, and he asked me again if I thought we had water enough for us and those we were to get. I said I thought we had. He said we did not require much, for the wind was fair for the West Indies, and we could run there in eight or nine days. All this time there was nobody at the wheel.— He then sent Bill to the wheel, and altered the course of the vessel to the West Indies, S. S. W. Up to this time we were on the way to Boston. After Bill went to the wheel, we all left the fore-castle and came on deck. The captain then had got clear of the vessel's stern, and was endeavoring to keep up in the water. I believe had he been able to swim, he would have come on board, for I am certain he had strength to swim if he could. By his motion in the water I judged this. We all stood looking at him—the mate was there too. I then thought it was a very wrong thing that had been done. I asked the mate what he thought of it. He answered that the captain deserved it, for his being nothing but a rogue. There was a schooner approaching under our stern at the time, and the mate was afraid she would see the captain in the water, or the blanket he had been covered with, which was away from him at this time. He then ordered Bill to paint out the name of the brig, and sent the boy for the paint. The boy could not find it, and then he went for it himself, and then gave it to the German, Bill, who painted the name out. The mate asked me if I had any coffee ready. I said yes. He told me to bring the coffee down to the cabin, which I did, and prepared some bread and butter. He came down and drank some coffee, and ordered me to call the Germans down to have some also. They came down and drank their coffee with the mate. The mate said he thought it would be best for all hands to live aft. He said this while they were sitting there. After that they all came on deck, and I cleared off the table.

The mate afterwards sent the boy and I down to get everything out of the captain's state-room. The boy didn't come down as he was afraid, but I went. I got all the bed clothes, mattress, etc., out on deck, and the mate ordered Charley to throw them overboard, and also gave him some old iron to make them sink. Charley did as he was ordered, and this is all he had to do with the whole matter. After bringing this on deck, I went back and got everything out of the state-room, and brought them into the cabin. I was ordered by the mate to look for the ship's papers, but I couldn't find them. During this time he sent down Charley to the cabin to get for a chart and a square compass to mark it. I found the chart and the compass, gave it to him, and still kept looking for the ship's papers. Some time after I found a little box, and found a lot of papers. I don't know what papers they were, as I cannot read, but I thought they were ship's papers. I also found \$3. in the box, and I put this in my pocket. I brought the box up on deck and gave it to the mate. He opened it and took out everything that was in it. There were a number of letters, notices about the cargo, etc. He and the boy read those papers, (and here I may say that the boy had as much to do in the matter all through as the mate had.)

The mate said he could not alter the papers, as he said he would do at first. He gave the boy a lot of papers to burn in the galley. I cannot say what papers they were. At this time we were all sitting together on the house aft. After the mate said he could do nothing with the papers, the boy then remarked to him "what did he intend to do?" When the mate answered that he intended to take the vessel to the West Indies and sell the cargo, and take another cargo to Mexico, or else go down in ballast trim, and sell the vessel if he could not obtain a cargo; and that he would share the money with the hands. At this time, not knowing where we were, the mate took the lead at 12, and reckoned we were 45 miles from land, and to keep in for shore, and we did so. Charley spoke, and said, "what shall we do now?" The mate replied not to be frightened, he would find out what to do by-and-by. We then got up and went aft to the wheel, all of us. I carried the box with me, with the remainder of the papers. The mate then ordered us to go down into the cabin and take with us as much of the captain's clothes as we wanted, and